

THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM AND TO CANADA AND NEWSPAPER BY MAGAZINE POST

No. 4150. VOL. CLIII.

SATURDAY, NOVEMBER 2, 1918.

ONE SHILLING.

The Copyright of all the Editorial Matter, both Engravings and Letterpress, is Strictly Reserved in Great Britain, the Colonies, Europe, and the United States of America.



THE FREEING OF LILLE: A LITTLE LILLOISE PLACING A BUNCH OF VIOLETS ON THE LILLE STATUE
IN THE PLACE DE LA CONCORDE, PARIS.

It was announced on October 27: "Troops of the Fifth British Army under the command of General Birdwood, having pressed the enemy rearguards back with great activity and determination for many weeks past, have to-day encircled and captured the town of Lille." The reception of the army of deliverance was almost hysterical in its joy, and French and Allied flags were hung from every window. In Paris the news was received with great emotion, and the Lille statue in the Place de la Concorde

was covered with flags of the Allies and with flowers. It has become, indeed, a place of pilgrimage for refugees from the city—notable among them the six-year-old girl shown in our picture, who placed a bunch of violets on it. Almost touching this modest gift was a wreath of laurel placed there by Lord Derby. This bears the inscription: "Homage to the brave, martyred city—the homage of the British Ambassador, as a sign of the joy felt by Great Britain at the deliverance of the town."

DRAWN BY J. SEBAST. COPYRIGHTED IN THE UNITED STATES AND CANADA.



By G. K. CHESTERTON.

THERE is one aspect of the international situation which has hardly been sufficiently emphasised, and that is the connection between the strange German statement about a defensive war and the subsequent German statement about an armistice. It may be remarked, to begin with, that the last official message from the enemy pretended that German rule had wholly changed, but contained also the best possible proof that it has not changed. For it defended German rule, even in the past, when most of us agree that it was misrule. It denied the crimes of the old régime, which might well have been admitted by a really

case against Germany. The case stands as it always did—that our objection is to the plain and public part, even more than the sly and secretive part, of the Prussian policy. It is not that we denounce what they deny; but that we denounce what they defend. What is clear at present is that the new German Government defends it as the old German Government defended it. When the new representatives of Germany say they protest against the charge of inhumanity, they can only mean, in the case of such evident and enormous type of action, that they do not think it was inhumane. But at least there can be no doubt that it was evident and enormous. When, for instance, they specially announced a new submarine war as unrestricted, they exposed it as unprecedented. When they themselves were obliged to speak of the invasion of Belgium as an anomaly, it is something of an under-statement for us to say that it was an innovation. In other words, they have the responsibility of having, upon any argument, introduced certain exceptional and extraordinary things. One of the things we want to know is whether a new German Government still thinks those things necessary or defensible, or whether it is as free to denounce them as Lenin is free to denounce Stolypin. If the latter is true, there may indeed have been a German Revolution, as real as the Russian Revolution. If it is not true, then there is something else very different from a German Revolution, even if it is also different in some respects from the original German rule.

Now it is, I fancy, necessary to connect what its words meant in the matter of a defensive war with what its words mean about the proposed armistice. The former was by itself very much of a mystery; and yet it was in itself the solution of the latter mystery. Taken together, they make up a policy that might well be the policy of the original military authorities of Prussia. Those military authorities, if only because they were military authorities, know quite well that there is no such military conception as a defensive war that goes on till the crack of doom. But they may well have the military conception of a defensive war that goes on until the armistice is conveniently concluded, and even goes on with a considerable air of steadiness and success. It is that conception of a triumphant defence up to the very day of peace which probably dominates their minds, and ought in that sense to dominate ours. If they had proposed an armistice first, and failed to get it, they might have had to fall back on proclaiming a permanent defence, and then failed to make it permanent. But their object was to secure an end of war, after having just announced their readiness for a war without end. Thus, the last stages of their old defence might appear as the first start of a new defence. And thus the legend of the unique unconquerable character of Prussianised Germany might be renewed after all. It would still be possible to say that we had not broken the great militarist machine, and that we should never have been able to break it. But victory upon this point is exactly the victory that is really of value, since it is victory not only in the world of institutions, but in the world of ideas. The only hope for Germany, as well as for Europe, lies in exploding this illusion of the ultimate

superiority of the Prussian for the practical purposes of war.

It might be another matter, in many aspects at least, if we really were confronted with an endless defensive war, or even with a long defensive war. But every consideration of common-sense suggests that the war is already rapidly reaching its end, and none the less rapidly because it happens to be the right end. The very fact that the enemy is so anxious to finish it in his way, or the nearest he can get to his way, is itself evidence that we are near to finishing it in our way. What the enemy still wishes to avoid is a real reversal of the relations between himself and us. He would avoid the reversal of Sedan even more than the restoration of Alsace. He does not wish the great war of the world to end with one of the decisive battles of the world. He knows how those great decisions dominate history; and how much is remembered as historic because it is dramatic. The same instinct warns him against the bodily presence of invaders on German soil, which will reverse the more recent tradition that Germany is always invading and France being invaded, and return to the older European tradition that it was the Gauls even more than the Teutons who could, if necessary, cross the Rhine. Germany in recent times has built up a legend that she cannot be invaded, which would have been a worthier legend if it had not always gone along with the legend that she can always invade other people. All the accidents of this war have so far supported this legend, and it is because the legend is just on the very point of being falsified that everything else is surrendered in order that the legend may be



RESIGNED: GENERAL VON LUDENDORFF, FIRST QUARTERMASTER-GENERAL OF THE GERMAN ARMIES ON THE WESTERN FRONT.

It was announced on October 27 that the German Emperor had accepted the resignation of General von Ludendorff. Until the preceding Saturday the German Main Headquarters reports had been signed "Ludendorff, First Quartermaster-General." Those on the Sunday were issued above the signature, "The Chief of the General Staff of the Army in the Field" (Field-Marshal von Hindenburg). Ludendorff has always been credited with being the "brains" of Hindenburg. He is fifty-three, and at the beginning of the war was a Major-General in command of an infantry brigade. He was the real captor of Liège. Before the end of August 1914, he went to the Eastern Front as Hindenburg's Chief of Staff, and in the November of the same year became Chief of General Staff to Hindenburg, as Commander-in-Chief of All the German Forces in the East. Thus, virtually he was responsible for two years of the German operations against Russia; and since for the whole of the German strategy. He falls as a sequel to the present great Allied Advance.

new régime. Men have been talking about a revolution in Germany ever since the beginning of the war with Germany; and many of them would now maintain that the revolution has really come. But, if it had really come, all responsibility for previous orders would have really gone. A revolutionary Government would seem to have no very obvious reason for whitewashing the crimes of the reactionary Government it had just managed to overthrow. The Government of Kerensky or Trotsky did not issue a proclamation denying the despotism of the Tsar, protesting against the slanders about Siberian prisons, and refuting the old stories of the knout. It is a proof of the practical continuity of Prussian government that it accepts responsibility for the acts which we regard as crimes—for even in denying the crimes it admits the acts.

And indeed, as I have often pointed out, the pivot of the whole question is in acts which must be admitted—which, even when they are defended, cannot be denied. The German authorities propose that certain committees of neutrals should investigate our case against Germany; but this involves a certain oblivion of what really is our



A QUEEN'S FAVOURITE PREACHER DEAD: BISHOP BOYD CARPENTER.

Born in 1841, son of a well-known Liverpool clergyman, Bishop Boyd Carpenter was ordained deacon as long ago as 1864. He died on Saturday, October 26, at his residence in the Cloisters, Westminster Abbey. He was in much favour with Queen Victoria, who recognised his great ability as a preacher, and his fine character and liberal views. He was frequently a guest at Windsor Castle, and preached before her late Majesty. Canon Liddon held him to be "the best preacher in the Church of England." At the time of his death, Dr. Boyd Carpenter was Sub-Dean and Canon of Westminster. He resigned the See of Ripon in 1911, owing to failing health.

Photograph by Vandyk.

saved. If the legend is saved, nothing else can be saved. For that legend is the lie that has forced them into their false position in modern Europe.

THE FREEING OF BELGIUM: KING ALBERT AND HIS QUEEN IN BRUGES.

BRITISH OFFICIAL PHOTOGRAPHS.



THE LIBERATED CITY'S WELCOME TO KING ALBERT AND QUEEN ELIZABETH: THEIR MAJESTIES RIDING THROUGH BRUGES.



ENTERING THE SQUARE AT RECAPTURED BRUGES: THE KING AND QUEEN OF THE BELGIANS VISITING THE LIBERATED CITY.

On October 18 the Germans evacuated Bruges. On the 23rd the King and Queen of the Belgians flew to the liberated city in two aeroplanes, leaving their starting-place at 8.45, and arriving half an hour later. Needless to say, they were received with enormous enthusiasm. Here they are seen riding through Bruges, more in the manner usually

followed for official entries. With regard to the second photograph, it may be noted that on the left is seen Admiral Sir Roger Keyes, who, with Brigadier-General the Earl of Athlone, accompanied their Majesties on the occasion illustrated. The enthusiasm with which their Majesties were received by their subjects would beggar description.

WAR PICTURES: PHOTOGRAPHS IN A HOME COMMAND AND ABROAD.

PHOTOGRAPHS NOS. 1, 2, AND 3, OFFICIAL; NO. 3 BY C.N.; NO. 4 BY ILLUSTRATIONS BUREAU.



CAPT. PRINCE ALBERT FLIES TO FRANCE: HIS ROYAL HIGHNESS AND MAJOR GREIG IN THEIR FLYING KIT.



CAPT. PRINCE ALBERT FLIES TO FRANCE: HIS ROYAL HIGHNESS WAVING FAREWELL AS THE MACHINE LEFT THE AERODROME.



AS SHE NOW IS, WITH THE WHITE ENSIGN FLYING: THE "VINDICTIVE" IN CAPTURED OSTEND HARBOUR.



LEAVING THE "WHIPPET" IN WHICH HE TRAVELLED, TO WITNESS AN ATTACK: THE KING GETTING OUT OF A SMALL BRITISH TANK.



LIBERATED: FLEMISH WOMEN IN A GERMAN MACHINE-GUN POST WHICH WAS OUTSIDE THEIR COTTAGE.

Prince Albert, who is a Captain in the Royal Air Force, made a flight to France the other day in an aeroplane, accompanied by Major Greig, and arrived in safety. He underwent the regulation cadet training for the force, and showed much aptitude and skill as an airman. He has greatly improved in health since he took up flying, but it is more likely that he will rejoin his ship—for he is first and foremost a naval officer—than remain on the Western Front.—At the end of last week the King, following his usual method of getting first-hand knowledge, paid a visit to a big Tank Depot in the Southern Command.

There he saw an attack by Tanks on a "strong position," under conditions approximating to those of actual warfare. He travelled to the scene of the attack in a "whippet," which went over decidedly rough ground, which included a steep slope, ditches, and sharp turnings calculated to give the passengers an idea of the discomforts necessarily borne by Tank crews. During the attack the larger Tanks made the main advance, while the speedier "whippets" did scouting duty. The gun-practice was excellent, and the German position stormed was badly damaged by a direct hit from a six-pounder shell.

MEN AND WOMEN OF THE WAR: THE PANTHÉON DE LA GUERRE.



FAMOUS FIGURES IN THE GREAT STRUGGLE FOR LIBERTY: THE STAIRCASE OF THE TEMPLE OF GLORY—WITH MANY PORTRAITS.

The day after the victory of the Marne, two French artists, MM. Pierre Carrier-Belleuse and Auguste Gorguet, began a great panorama, a part of the central motive of which we illustrate. The idea is to show a gathering of the famous men and women of

the Nations allied against the Central Powers, and so form, as it were, a "museum" of personalities. Inset in the top right-hand corner is a sketch giving a general idea of the main decoration of the Panthéon.



XIII.—DEMOCRACY-MAKING VACATIONS FOR FIGHTING MEN. * By Edward Marshall.

AMERICA finds herself confronted in an aggravated degree with the problem which has puzzled the British Dominions—that is, the creation of a method whereby her soldier boys may be given something of the nature of vacations from their duties in the firing-line. To the French and the Italians, to the English, Scotch, and Irish, this has been a comparatively simple matter, for their men need but leave from the front and transportation in order to get quickly to their actual homes. Not so the American. The efforts of the British to make of England a "Blighty" for Americans have been magnificent, comradely, and in a measure effective; but their complete success obviously is out of the question.

The result has been the establishment of "leave areas" for the Americans by their own military authorities, and in these "leave areas" every effort is being made to supply such surroundings as will take the men away not only from their physical weariness, but from their homesickness. In a report for home reading recently made by Joseph H. Odell, a well-known American writer, he says of the first leave-area, established at Aix-les-Bains, and in the beautiful surrounding country of Savoy: "In this place, which in time of peace is the Mecca of millionaires and European royalties, big and little, beautiful beyond description, the Casino, long second only to that at Monte Carlo for gaiety, brilliance, and gambling, now is the headquarters of the American Y.M.C.A. The American soldier may come from a rude clearing in the forests of Kentucky, or the slopes of a Tennessee mountain, or from a tenement in one of America's great cities, but when on leave in Aix-les-Bains he walks and lives and acts like a king. Three enlisted men at the present moment are billeted in the royal suite once occupied by Queen Victoria." The vacationists from the trenches pay neither railway transportation nor their board and keep; all is furnished by the American Government.

Seventeen American Y.M.C.A. secretaries and about twenty women connected with the organisation are in charge, guiding and inspiring the social life of the place, over which the military authorities find it necessary to exercise very little supervision. Here are cinema shows of films straight from the homeland; here are vaudeville shows, with artists from the American stage (enthusiastic volunteers who include the best the nation has); here are dancing, billiards, religious services—almost everything to choose from. Outside, the greatest variety of open-air sports is offered, for the American Y.M.C.A. controls on lease nearly all the highly

developed sports facilities of the region. And Aix-les-Bains is only one of many vacation centres which either have been opened or soon will be.

An interesting development of all this is noted by another observer—himself a soldier—who writes to me about the spirits of the men there and in the trenches along the whole American front. "They are students of democracy," he says. "You would be amazed to know how serious their talk is, how deeply they are digging with their mental spades into the political muck-heap which bred the war, and how firmly resolved they are that it shall be once and for all cleansed if their efforts can help to cleanse it." He directs attention to comments on the character of the soldiers' letters which have been made to him by the officers who censor them, and predicts that new

in America's war effort, in which he says: "Political democracy is a delusion unless builded upon and guaranteed by a free and virile industrial democracy." My friend who had been at Aix called my attention to the fact that in one discussion on the verandahs of the Casino he heard a college-instructor and a shoe-machine operative from Rochester, N.Y., heatedly discussing the theory of collective bargaining in industrial matters. It is significant to find Mr. Walsh saying over his signature in this article: "Under the National War Labour Board scores of industrial disputes have been settled in the last four months."

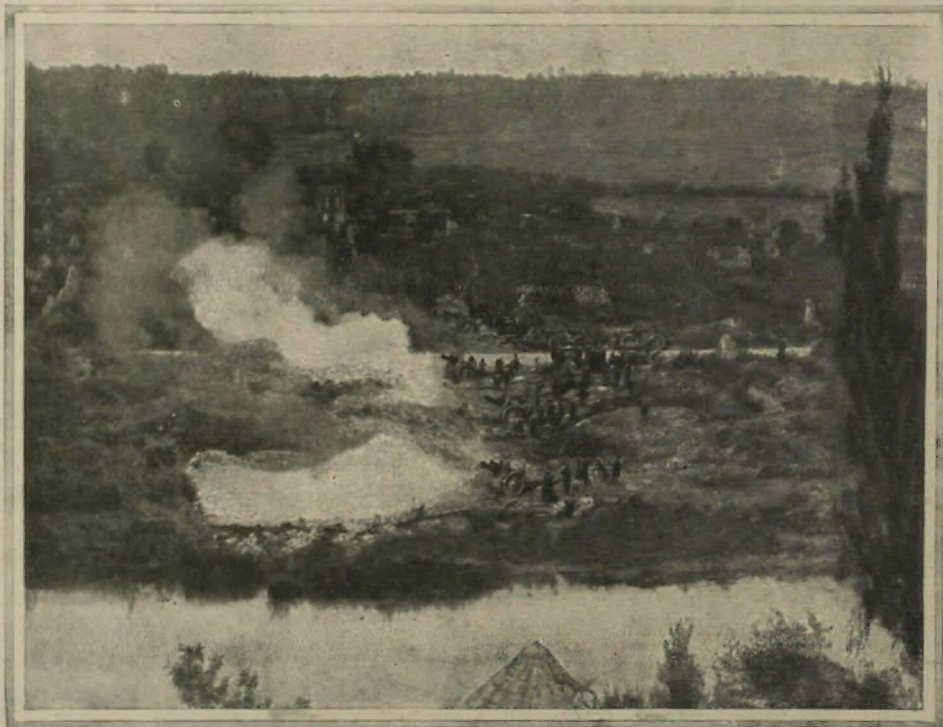
While the Americans in the trenches to an extraordinary, to an absolutely unexpected degree (as evidenced, according to my friend, by the statements of their officers), are discussing such matters

as economics and the development of safe democracies, while the men at the great rest-camp are deserting the cinema shows in order that they may debate the best means of making the American democracy a sure thing and efficient, the industrial revolution being wrought at home by the great war is bringing employers and employed continually closer together in democratic co-operation—enforced in many instances, voluntary in a multitude of cases.

In the meantime, a significant associated fact is that the co-operative movement suddenly has achieved great strength in the United States. At an important convention just ended at Springfield, at which all co-operative societies

in the country were represented and at which labour was heard freely, the six most successful wholesale buying and distributing societies hitherto in operation were merged into one. At present there are about one thousand true co-operative distributing societies in the United States, and new ones are springing up everywhere and daily, all being organisations in which each member has one vote and one only, in which capital receives interest at not more than the legal rate, and which do not declare dividends, but pay savings returns to purchasers in proportion with their purchases.

Labour, represented by Frank J. Hayes, President of the United Mine Workers of America, cables to General Pershing: "The coal-miners of America realise their responsibility, and will continue to do their duty. While our soldiers and their Allies are fighting civilisation's battles, American miners, with depleted numbers, are breaking production records; and pledge themselves to stand staunch and true until their comrades of all the Allies in the field have achieved complete victory."



AMERICANS FIGHTING WHERE LOUIS XVI. WAS CAPTURED: A U.S. FIELD BATTERY AT VARENNES FIRING A SALVO AT THE RETREATING GERMANS.

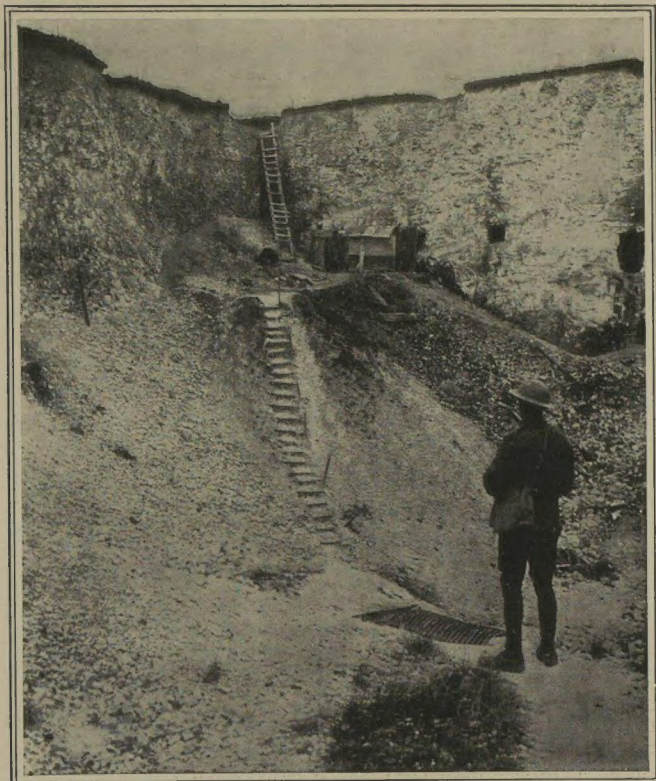
The American advance in the Argonne has progressed beyond Varennes, the town where Louis XVI., on June 26, 1791, was turned back in his attempted flight. The Americans have since captured Grand Pré, further north, and are opposing nearly 30 German divisions between the Argonne and the Meuse.—(U.S. Official Photograph.)

and virile thought is being born among American soldiers which will have its astonishing effect when they go home. The nationalisation of American industry which has characterised this war-time, and its apparent success, he says, is the serious big subject about which the letters most frequently question their writers' friends at home.

My friend may be quite wrong, but he predicts a new United States as the result of the thought-stimulus which this war has furnished to the great mass of its virile youth, who by it have been thrust into close companionship, and comments enthusiastically—if, perhaps, with some puzzlement—upon the probable mental invigoration of the nation's politics which he regards as a certain consequence. And my friend is a very eminent student of American youth.

It is a coincidence that at almost the same time when I received this letter I saw an article about to be published in America by Frank P. Walsh, Joint Chairman of the United States War Labour Board—certainly one of the most important figures

On the Western Front: A Quarry-Camp; and Tank-Traps.



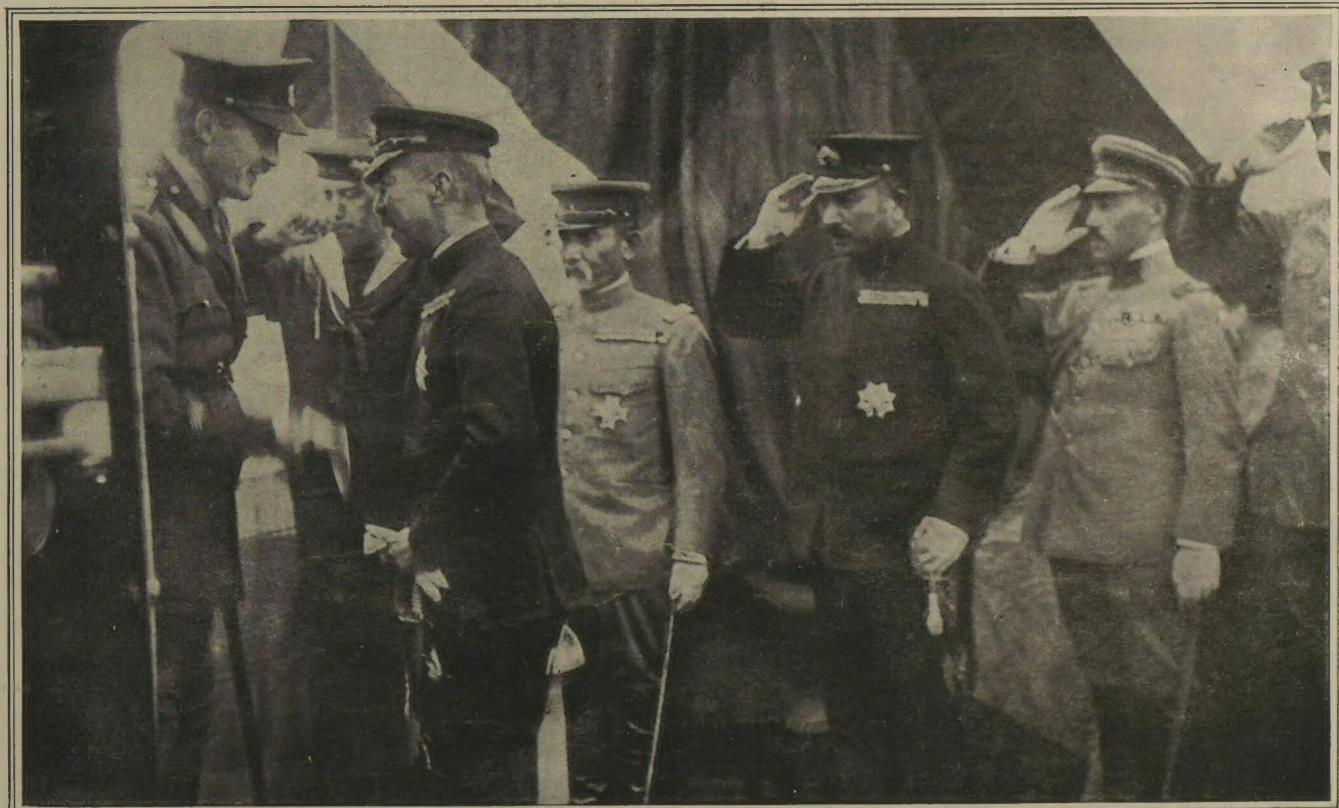
WITH A PASSAGE RUNNING FOR HUNDREDS OF YARDS THROUGH THE CHALK: A CAPTURED GERMAN CAMP IN A QUARRY.



DEFEATED BY HIS MAJESTY'S LAND-SHIPS: GERMAN TANK-TRAPS ON ROADS LEADING TO ONE OF THEIR POSITIONS.

OFFICIAL PHOTOGRAPHS.

On a Visit to the King: The Emperor of Japan's Princely Representative.



THE ARRIVAL IN ENGLAND OF ADMIRAL PRINCE YORIHITO OF HIGASHI FUSHIMI: HIS IMPERIAL HIGHNESS WELCOMED AT THE PORT OF ARRIVAL BY MAJOR PRINCE ARTHUR OF CONNAUGHT.

His Imperial Highness Admiral Prince Yorihiro of Higashi Fushimi, representing the Emperor of Japan, arrived in this country on October 28, on a visit to the King. He was received at the port of landing by Major Prince Arthur of Connaught, the Japanese Ambassador and others. At Paddington Station he was received by the King and Field-Marshal the Duke of Connaught; and a very distinguished company was in attendance. The King and Prince Yorihiro then drove in procession to Buckingham Palace, where

the Queen, accompanied by Princess Mary, received them at the Grand Entrance. His Imperial Highness's mission to this country is to present to the King the sword and badge of a Field-Marshal of the Japanese Army. In his earlier years, he made a three-years' stay at Greenwich and attended lectures at the Royal Naval College. Afterwards he entered the École Navale at Brest. He has seen considerable service. Since June of this year he has been a War Councillor of the Emperor of Japan.

PHOTOGRAPH BY ALFIERI.

THE REAL SIGNIFICANCE OF ALEPPO.

By BASIL MATHEWS.

ALEPPO has a picturesque past and a decadent present, but its future is fascinating beyond words. Aleppo, whose capture by British cavalry and armoured cars merely stirs the general interest of a world preoccupied with the hidden debate now going on in Berlin, will within ten years of to-day have leapt into a position of world-importance. It will be to the new land service of to-morrow what Suez is to the sea communication of the world of to-day. It will be the Clapham Junction of a vast inter-continental railway, and an air service between East and West and between North and South.

Prophecy can afford to be confident when so many material and immutable facts all point in the same direction. The first of these facts is that immense movement back to land communications which modifies the monopoly that sea travel has held ever since the sixteenth century. The Siberian Railway, the Cape-to-Cairo Railway, the Baghdad Railway, even the Canadian-Pacific, are all parts of this new development, which will mould afresh the commerce, the strategy, and the politics of to-morrow.

What does this mean to Aleppo? The Cape-to-Cairo Railway has already been connected during the war across the desert with Palestine, and is now being linked up with Damascus and Aleppo. The Baghdad Railway already runs through Aleppo. Given an early peace, it would be possible within a year of to-day, with the help of train-ferries across the English Channel and the Bosphorus, to get a through carriage from Charing Cross to Cape Town, via Paris, Vienna, Constantinople, Aleppo, and Cairo.

Again, railway engineers are dreaming dreams about Central Asia, with lines running to Calcutta and to Madras, through an Indo-Gangetic route, and by other passes into the vast plains of India; but the vision of the railway engineer looks even further eastward across Central Asia, the Roof of the World, to Shanghai and Canton. From Petrograd the line of movement runs southward through Moscow across the Black Sea, linking up again with the Baghdad Railway and Aleppo.

These dreams will be realised rapidly after the war. And in them all it will be found that Aleppo

is destined by nature as the geographical point in which this vast web that will connect Africa, Asia, and Europe will find its centre.

But the issues are larger still. The future holds more striking developments within the folds of its garments. Directly our multitudes of aeroplanes are liberated from war service it will be immediately possible to organise an aerial mail service from the capitals of Europe through nearer Asia to India, Singapore, and the Far East. Delhi could be reached in three days from Paris; while the shadow of the aeroplanes' wings could glide over the roofs of Hankow within a hundred hours of leaving Liverpool.

Aleppo, then, may well become at once the junction of world railways that will link Shanghai and Cape Town with Petrograd and Madras, Paris and Singapore, and the central sorting office and clearing house of an aerial mail system from Vancouver, Canton, Tokyo, and Calcutta, to London, Rome, Cairo, and Johannesburg.

THE POWER OF KING COAL.

By E. B. OSBORN.

MANY a fireless hearth is now reminding us that coal is a pivotal commodity both in peace-time and war-time. In point of fact, it is the broad basis of our foreign trade, which Germany had hoped to take from us by force of arms. In 1912 our total export of coal, leaving out coal for bunkers, was between sixty-four and sixty-five million tons, of which about six-sevenths went to European countries and the Mediterranean. Of the European aggregate, a third went to the Mediterranean; an eighth to the Atlantic seaboard of France, Spain, and Portugal; and the rest—slightly more than half—to lands bordering on the Channel, the North Sea, and the Baltic.

A long belt of territory bounding the Narrow Seas is very largely dependent on our coal for the bunkering of its ships, the working of railways, factories, and furnaces, and the lighting of its towns. Within this area our own old King Coal is virtually supreme, for we can make use of cheap sea transport to serve our customers from Havre to Riga; whereas rival coal-fields, such as those of Silesia, are handicapped by a costly land haul. It is true that German coal is a serious and successful competitor at various points in this sphere of traffic. Holland, for example, takes from us little

more than a tenth of her supply, the remainder coming from Westphalia, either by way of the Rhine or by rail at special rates. But the further you go eastward, the more British coal dominates the shipping and industrial situation. Germany, strange to say, is a large buyer of British coal; in spite of special rail rates and all forms of economic Pan-Germanism, it regularly penetrated to Mannheim, for example, on the far side of the Westphalian field. Russia took four million tons in 1912, and this part of the trade was especially profitable, for we are glad to get any quantity of Russia's key commodities, and the vessels carrying coal to Riga or further on never had to hunt around for return cargoes or join the crowd of ships voyaging back across the North Sea in ballast.

How will after-the-war conditions affect our coal trade in the Baltic and its approaches? Here is a question which none of the politicians and very few economists are considering in a practical manner. This at least is obvious to all business men—that we shall here suffer losses, never to be made good again, if Germany is not compelled to surrender her commercial fleet to replace the British tonnage destroyed by submarine piracy. Given the shipping, King Coal may get his own

again—but only if the miners refrain from dropping the substance of a well-earned and well-kept export trade in hopes of seizing the shadow of exorbitant wages. For the working miner I have a great admiration. His work is arduous and discomfortable to a degree; a year's casualties in the mines are those of a notable battle. He is the toughest and most valiant of soldiers, moreover; and why he should be represented by a Marxian sentimentalist like Mr. Smillie is a thing I shall never understand. For his own sake, let him refuse to countenance the Marxian project of a great coal strike after the war. The consequences will be far more serious than they were in 1912, when the miners' strike gave Silesian coal a sudden advantage at Stettin and other points of British v. German competition which it has never lost. Furthermore, the remuneration he exacts beyond the economic value of his work will be no gain to him in the end.

In Australia, the purchasing-power of the huge miner's wage is less than it was twenty years back, before "minimum wage" legislation and the long series of miners' strikes began. Such artificial increases are always "passed on," the cost of living being raised, and, what is more, raised still higher in proportion.

CHECKMATING THE U-BOAT.

By FIFERAIL.

THE methods of the sea war are as a sealed book to the average reader of newspapers, and no phase is so wrapped in mystery as the manner in which the menace of the enemy's underwater craft has been combated and held. We read of "Q" ships and armed trawlers, and of depth-charges, and all the myriad devices employed by the fighting Navy to keep down the U-boat threat to our sea communications; but, quite wisely, the Admiralty has studiously refrained from giving more than the barest outline of what these devices really are or of how precisely they are employed. Nor have we been told much about the measures taken for the protection of our merchant shipping in so far as it has to rely upon itself when it is not sailing in convoy. We know that ships have been supplied with guns, that we disguise them by all sorts of fantastic colour schemes, and that when in U-boat-infested waters they often find safety in steering a zigzag course. But of the work of the Navy in instructing the captains and officers of the mercantile marine in the methods of using the protective devices with which their ships have been equipped, we have heard nothing.

It must be premised that the task of eluding the enemy's submarines, or of fighting a successful

gunfire action when they cannot be avoided, is one which is not covered by the training which our mercantile marine personnel undergoes in the ordinary course. As a matter of fact, that training is exactly the reverse of what is necessary to the naval officer, since the one aim and object of the trading ship is to make the shortest possible passage between port and port. That is a consideration which seldom enters into the work of the fighting Navy. Again, gunnery is a science of which the merchantman, unless he be R.N.R., is profoundly ignorant. Nor is he able to put himself in the place of the enemy submarine commander and to forecast the next probable move of the latter. Eut, thanks to the Navy, these educational gaps have been filled through the medium of instructional courses given by the staff of one of our great gunnery and submarine schools.

Obviously, it is of no avail to arm a ship with a gun and to leave the rest to chance. Therefore, the first thing the officer attending for instruction is taught is elementary gunnery. Here in the lecture room he is initiated into the mysteries of the "bracket," which covers all he needs to know about getting on to his target and staying on when he has begun to hit. Then his practical knowledge is tested by the aid of model submarines, on which

he is expected to range with speed and average certainty. Next he is taught that all the old ideas of the shortest way being the best are wrong when there are U-boats to be taken into account; and on the "zigzag board" it is proved to him that the odds on a ship steering a steady course being torpedoed are about nine in ten, while if she is steering a scientifically worked zigzag those odds are twenty to one against submarine attack proving successful.

All this having been assimilated, he is next taken on board a submarine, where the *modus operandi* of attack is explained, and the effect on manoeuvre of the tactics he has been taught demonstrated. Finally, he goes to sea for a day and is attacked by submarines, so as to indicate to him that all he has heard in the lecture-room is not mere theory; and he is, before the end of the day, given the opportunity of handling guns in action against targets of which he has to judge the range and direction. The course occupies four days, into which is compressed a series of tabloid lessons which are invaluable to him later on, and which often enable him to save a valuable ship and cargo which would almost certainly have been lost but for the training he has been given at the gunnery school.

LILLE'S WELCOME TO OUR TROOPS: "THE NIGHTMARE HAS VANISHED."



"ONE MASS OF SHOUTING, CHEERING, WEEPING HUMANITY": THE CROWD IN THE GRANDE PLACE SURGING ROUND A BRITISH BAND.



ACCLAIMED AS DELIVERERS BY THE WOMEN AND CHILDREN OF THE CITY: MEN OF THE LIVERPOOL IRISH MARCHING INTO LILLE.

The British troops who entered Lille were welcomed with almost frenzied enthusiasm by the people, of whom there were about 125,000, mostly women and children. At noon on the day of our entry, the Mayor of Lille, M. Charles Delesalle, issued a proclamation in which he said: "Dear fellow-citizens.—The nightmare which has so long weighed upon us has vanished. Lille is delivered, and the cry which we have had for so long to

stifle within our lips can now leap freely forth—*Vive la France*! . . . One thought now must animate us, namely, to show our gratitude to the splendid soldiers who have freed our soil and are now marching through success after success to final victory." In a photograph given on our "Science Jottings" page, the Mayor is seen with General Haking listening to the playing of the British National Anthem outside the municipal offices.

THE WORLD OF FLIGHT

WHAT AEROPLANES CAN DO.—II.

By C. G. GREY,
Editor of "The Aeroplane."

CONTINUING the series of notes on the possibilities of aeroplanes which appeared recently in these pages, one is moved to point out the need for considering the analogy between an aeroplane and a ship when one is discussing after-the-war flying. Two questions seem to trouble the uninitiated. One is the need, owing to possible engine breakdown, for a continuous string of landing-grounds along every air-route; the other is the danger of an aeroplane capsizing in the air

never be achieved in any other way; and so, even when our peace engines come out heavier than our war machines, they will be far lighter than they would have been if the unreliable war engine had never existed.

And, be it remembered, for all its comparative unreliability, the war-aeroplane engine is a very wonderful thing, because it is far in advance of the average car engine in reliability. It is doubtful

whether more than two or three car engines would stand up to the work if they were asked to run at full bore for two or three hours at a stretch, as every aeroplane engine has to do. Incidentally, it is of interest to note that many aeroplane engines have, during special tests, run for twenty-four hours without a stop at full power, and some have done forty-eight hours or more. Therefore one is justified in believing in the reliability of existing aero-engines

for peace flying, because in peace time there will be no need to run the engines of aeroplanes "all out" the whole time.

Moreover, the big passenger-carrying aeroplanes of the future will be multiple-engined affairs, so that, if one engine cuts itself out, the machine will be able to carry on comfortably with the rest as far as the nearest port or aerodrome. Or it may be possible to repair the engine without stopping. This has happened frequently during the war, both with the Handley-Page land-going machines and with our big flying-boats. It is nothing unusual, if an engine shows signs of pulling badly or of running unevenly, for a mechanic to go out along the wing and change a plug or fix a broken ignition-wire or clear an oil- or petrol-pipe. It takes some nerve to crawl out when some thousands of feet above the ground; but the men seem to get used to it, and think no more about it than the sailors of the old clipper ships used to think of going aloft in a gale to shorten sail; and, as a matter of plain fact, it is no more dangerous. Therefore, it may be seen that actually the cause for anxiety on a cross-country or overseas trip by air is really no more than that on a ship. In either case one trusts oneself absolutely to the builders of the vehicle, to the people in charge of the engines, and ultimately to the personal skill of the pilot. It is just as easy for a careless steers-

man to wreck a ship as it is for him to wreck an aeroplane. Which brings one naturally to the question of capsizing.

Here we are again up against the difference between the war aeroplane and the peace aeroplane. A great many war aeroplanes are uncapsizable—or inherently stable, as it is more correctly called in scientific parlance. That is to say, if such a machine were taken up attached to a balloon and then dropped in any position, tail first, head first, or sideways, it would inevitably come right side up and assume its proper flying position if left alone by the pilot. There is the historic instance of one of our artillery-observation machines which flew itself for an hour or so after the pilot and observer were shot, and eventually landed itself without damage when all the petrol was consumed. It had, of course, the luck to glide down to an open piece of ground and did not hit anything on landing.

On the other hand, most war machines are not made absolutely stable, because the quality of stability detracts from the manoeuvrability of the machine, and in a fighting aeroplane it is essential that it should be possible to manoeuvre it in any direction without any time-lag whatever. Consequently, the fighting pilots as a rule demand a machine which is utterly unstable, so that they can "chuck it about," as they call it, with the least possible effort and delay. Naturally, therefore, a certain number of accidents occur to learners who go at their work too eagerly or recklessly, or who are not physically or mentally capable of controlling these quick-acting, unstable machines, which depend entirely on the skill of the pilot to keep them right side up. And, equally naturally, the uninformed public put down these accidents to the unavoidable and natural danger of flying. Yet, in truth, such accidents are no more evidence of the danger of flying than an accident to a tight-rope performer is evidence of the danger of walking.



ON DUTY AS ESCORT FOR A SQUADRON OF HYDROPLANES: ITALIAN TORPEDO-BOATS.
Italian Naval Official.

and "crashing to earth" in the approved sensational-report style.

Now consider the case of an ocean liner proceeding along, say, the west coast of Africa. If its engines broke down and there happened to be a strong westerly gale blowing, it would be blown ashore and wrecked. Harbours along that coast are few and far between, and the coast itself offers no shelter to a broken-down ship. Yet people still travel under those dangerous conditions. The reason is, very simply, that, owing to the high state of development of marine engineering, breakdowns are few and far between, and the number of wrecks is reasonable in proportion to the miles travelled. As soon as the travelling public can be convinced that the number of aeroplane crashes is in reasonable proportion to the miles flown, then aeroplane travelling will become popular.

As a matter of fact, the aeroplane actually has an advantage over a ship, because, given a decent pilot and a sufficient height above the ground, the odds are thousands to one that he will land his aeroplane undamaged in some field or other if his engine gives out, whereas the most skilful pilot in the world cannot keep a steam-ship off a lee shore if his engines refuse to work and if there is bad holding-ground for his anchors. Therefore, when aeroplane engines become as reliable as the engines of steam-ships—and they are very nearly as reliable already, so far as the big fixed-cylinder engines are concerned—the aeroplane should have as much custom from the travelling public as the steam-ship lines.

In this matter, as in everything else connected with aeroplanes, people are apt to judge peace flying by the performances of war machines. The war engines of to-day are cut down to the last ounce, so as to give the uttermost horse-power for the lightest weight. A very little more weight would give much greater reliability. But, in favour of the war engine, it must be remembered that in thus cutting weight below the ordinary safety limit, and still endeavouring to secure reliability, we are achieving results which would



ESCORTING A SQUADRON OF HYDROPLANES: AN ITALIAN TORPEDO-BOAT ON DUTY.
Italian Naval Official Photograph.

At the same time, it is necessary to remember that the safety of an inherently stable or uncapsizable aeroplane is in the hands of its pilot, just as the safety of an uncapsizable boat is in the hands of the man at the helm. For example, a life-boat is absolutely uncapsizable in the open sea, but one constantly hears of life-boats being capsized and the crew drowned through the boat being rolled over when close in-shore and hitting the beach before it has time to right itself. In just the same way an inherently stable aeroplane may, through an error on the part of the pilot, be allowed to get into an awkward position and hit the ground before it has time to resume its proper attitude.

ROAD TRAFFIC AT THE FRONT; A VICTORIOUS BRITISH GENERAL.



MOTOR-LORRIES AS MEANS OF TRANSPORT FOR MACHINE-GUNNERS: CHEERY MEN OF THE M.G.C. GOING UP TO THE FRONT.



THE BRILLIANTLY SUCCESSFUL COMMANDER OF THE BRITISH 2ND ARMY, IN FLANDERS: GENERAL SIR HERBERT PLUMER IN HIS CAR.

General Plumer has led the 2nd Army to victory along with the Belgian and French troops—the whole under the supreme command of King Albert in Flanders. The first big joint attack took place on September 28, and in two days the 2nd Army had taken 3600 prisoners. A British communiqué of October 16 said: "The British 2nd Army, under the command of General Plumer, co-operating with the Belgian and French forces

in Flanders, has in the course of the past three days realised an advance of over eight miles. During this period, despite strong opposition, this Army has captured the towns of Comines, Wervicq, Menin, Wevelghem, Heule, and Cuernne, and has secured the northern portion of Courtrai. . . . Over 4000 prisoners and upwards of 150 guns have already been taken by us." On October 18 General Plumer's troops entered Roubaix and Tourcoing.

THE NAVY'S SHARE IN THE LIBERATION OF THE FLANDERS

BRITISH OFFICIAL

COAST: OSTEND SHORTLY AFTER THE BRITISH LANDING.

NAVAL PHOTOGRAPHS



SUNK BY THE GERMANS BEFORE THEY LEFT: A DREDGER AT THE ENTRANCE TO OSTEND HARBOUR.



SPARED BY BRITISH GUNNERS WHEN BOMBARDING GERMAN POSITIONS: OSTEND FRONT, WITH ENEMY DUG-OUTS.



EFFECTIVELY DESTROYED BY BRITISH GUNS AND AIRCRAFT: THE TERMINUS RAILWAY STATION AT OSTEND.



A GERMAN GUN-POSITION: THE TIRPITZ BATTERY, WHICH BLEW UP SOON AFTER THIS PHOTOGRAPH WAS TAKEN.



GERMAN GUNS ON THE SEA-FRONT AT OSTEND: A GENERAL VIEW OF ONE OF THE BATTERIES AND THE TRENCH BEHIND IT.



HOW OSTEND WAS POWERFULLY FORTIFIED GUN-POSITIONS AND CONCRETE DUG-OUTS.



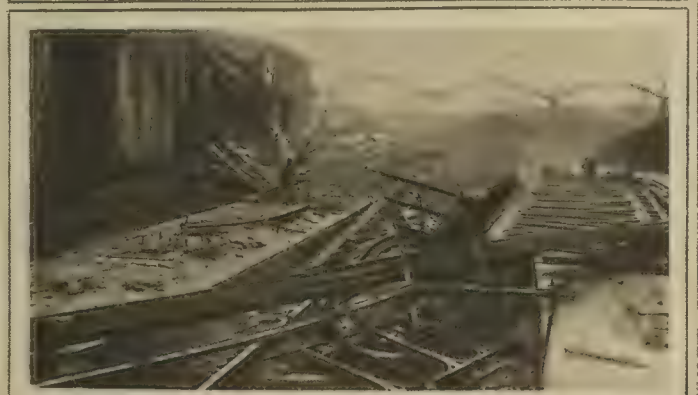
EVIDENCE OF BRITISH MARKSMANSHIP ON MILITARY OBJECTIVES: WRECKED BUILDINGS AT THE TERMINUS STATION.



WHERE PART OF THE COLONNADE WAS BLOWN UP ALONG WITH IT: A GERMAN BATTERY AT THE PALACE HOTEL.



WHERE THE GERMANS REMOVED THE PLANKING BEFORE THEIR DEPARTURE: OSTEND PIER, WITH SOME BELGIAN GENDARMES.



ORIGINALLY COVERED IN, BUT COMPLETELY DESTROYED, AND THE RAILS TORN UP: THE TERMINUS RAILWAY STATION.



BY THE GERMANS: SOME OF THE UBIQUITOUS CONCRETE DUG-OUTS.



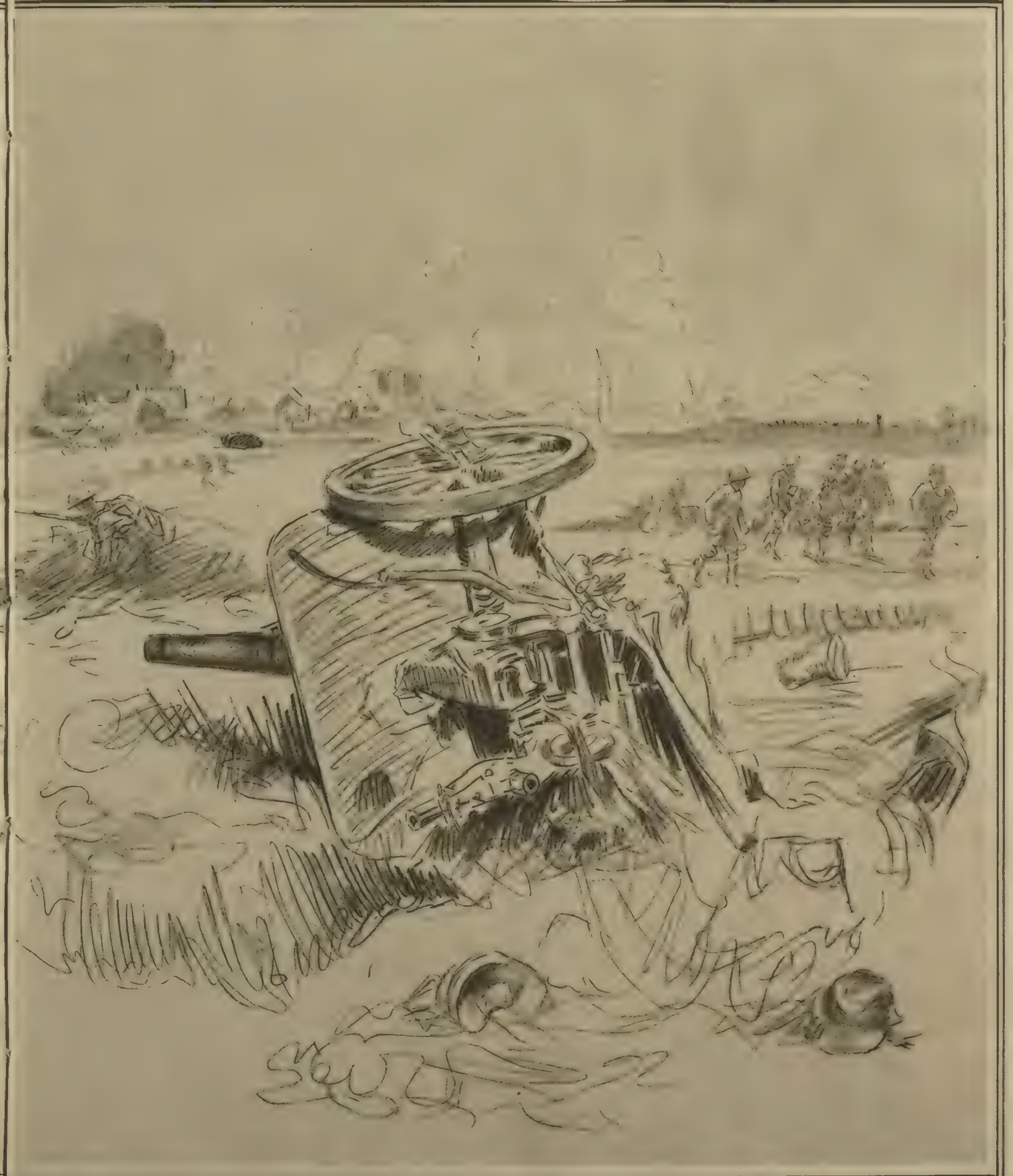
ABANDONED TO THE BRITISH BY THE ENEMY: ONE OF THE BIG GERMAN GUNS AT OSTEND, SHOWING DAMAGE DONE TO THE BREECH.

The honour of first entering Ostend, with its powerful German coast fortifications, fell to part of the Naval force under Vice-Admiral Sir Roger Keyes, who landed there on the morning of October 17, while the enemy were not yet clear of the town. Later in the day he took ashore the King and Queen of the Belgians. Meantime British troops advancing along the coast occupied Ostend, and the German gun-positions, including the famous Tirpitz Battery, fell into British hands, with a large quantity of material. The Germans blew up some of their heavy batteries which they could not remove, and before leaving they sank two dredgers and a small steamer at the harbour entrance, near the "Vindictive," in order to block up the fairway still further. "As for

Ostend," writes Mr. Perry Robinson, "the place is not seriously damaged. The area of the station, harbour, docks, and part of the front where the big guns were (and where some still remain, embedded deep in their concrete emplacement) show abundant evidence of the excellence of marksmanship both of our airmen and of the gunners in our ships. But so true has the aim been that the bulk of the town is untouched. All along the front, where so many hotels are, from the station till near the Casino, most of the windows are broken and many buildings show some injury. At first glance Ostend from seaward looks to have been roughly handled. But behind that the damage done is very small, and Ostend can soon be as gay as ever, if she will."

THE CAPTURE OF CAMBRAI: THE ATTACK OF THE BRITISH TROOPS ON NIERGNIES, FORENVILLE, AND SÉRANVILLERS.

SKETCHED BY C. W. DE GRINEAU.



ACTION WHICH LED TO THE FALL OF CAMBRAI: THE BRITISH INFANTRY STORMING THE GERMAN ANTI-TANK POSITIONS ON THE RIDGE TO THE WEST OF NIERGNIES.

In this sketch, British troops of the 2nd, 3rd, and 63rd Divisions are seen during the attack on Niergnies, Forenvilliers, and Séransvillers, which led to the entry into Cambrai. At this time the Germans were counter-attacking with Tanks captured from us earlier in the year. Our troops are seen storming over the enemy anti-Tank positions on the ridge west of Niergnies. In the right foreground is a long-range German 77-mm. gun knocked out by our artillery. On the left towards the background is a Tank on fire—an old British Tank

captured by the enemy in earlier fighting. Near by is one of our own Tanks. In the background, to the right of the centre, is another German Tank knocked out. On the right prisoners are coming in. In the distance, on the right, are the districts of Forenvilliers, Caudry, and Le Cateau. The smoke comes from German shells bursting, and from our own shrapnel barraging the railway line. The church is that of Niergnies.—[Drawing Copyrighted in the United States and Canada.]

THE CAPTURE OF CAMBRAI: AFTER THE GERMAN FORCES' TANKS HAD FAILED TO HOLD THE BRITISH ADVANCE.

DRAWN BY H. W. KOEKKOEK FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



NEAR THE CRUCIFIX AT NIERGNIES: BRITISH TROOPS FORMING A DEFENSIVE FLANK, AND A FORWARD FIELD ARTILLERY GUN IN ACTION.

As we note elsewhere, British troops entered Cambrai on the morning of October 9, as a sequel to the taking of Niergnies, Forenville, and Sranvillers. In our drawing, British troops are seen forming a defensive flank near the Crucifix at Niergnies on October 8, while a forward field-artillery gun has come into action: this, while German shells were crashing into the village after the Tanks used by the enemy had failed to hold our advance. The infantry taking up their positions are seen on

either side of the road, and advancing on the further side. To the left is a British 18-pounder in action. In the background is Niergnies Church. Also in the background is a German Tank on fire. A six-horse artillery team is driving away down the road. To the right, near the direction-board, is a small batch of German prisoners.—[Drawing Copyrighted in the United States and Canada.]

THE CAPTURE OF CAMBRAI: BRITISH TROOPS ENVELOPING

DRAWN BY

THE TOWN AND DRIVING BACK THE GERMAN LINE.

C. W. DE GRINEAU.



ADVANCING UNDER MACHINE-GUN FIRE THROUGH A DISUSED QUARRY: BRITISH TROOPS ENCIRCLING CAMBRAI ON THE SOUTH-EAST, AND PUSHING THE ENEMY BACK.

British troops entered Cambrai on the morning of October 9. This drawing illustrates our enveloping movement during the battle of that and the previous day, in which over 10,000 prisoners and nearly 200 guns were captured. The Germans were shattered by the attacks of the 2nd, 3rd, and 63rd Divisions, who took Niergnies, Forenville, and Séranvillers on the 8th, and withdrew their last elements from Cambrai after nightfall. These Divisions took thousands of prisoners and many guns on the 8th, attacking at 4.30 a.m. under cover of a magnificent barrage from our field artillery, who pushed right up almost to the forward line of posts before the attack. In the foreground of the drawing are infantry advancing under machine-gun fire through a little

disused quarry south-east of Cambrai. A fight in the air is going forward on the right. In the centre background is smoke-drift; and in the middle distance is the railway, with dug-outs in its embankment. On the extreme left are some British observation-balloons. An official communiqué describing the fighting on the 8th said: "On the left of the attack troops of the 2nd, 3rd, and 63rd Divisions had hard fighting about Séranvillers and Niergnies and along the line of the Esnes-Cambrai road. In this sector the enemy counter-attacked strongly, using Tanks to support his infantry. After pressing back our troops for a short distance the counter-attack was stopped, the enemy's Tanks being put out of action."—[Drawing Copyrighted in the United States and Canada.]

SCIENCE JOTTINGS

DURING the early days of October the newspapers gave great prominence to reports of what was called a "new rabbit disease," which was said to be sweeping over the countryside and slaying young rabbits by the thousand.

This mortality, we were assured, was due to feeding the victims on wet green food, which conveyed microscopic "germs," or "flukes"—and the writers seemed to be under the impression that these were synonymous terms which caused the infected animals to die with great suddenness, and without premonitory symptoms of any kind. Even in official quarters, it would seem, this interpretation was adopted, and as a remedial measure it was urged that all green food should be kept until "wilted" before being placed in the hutches.

As is usual in such cases, the extent of the outbreak was exaggerated, and its cause entirely misunderstood. Much of this mortality among young rabbits was probably due to the inexperience of their owners. Thousands of people are keeping rabbits to-day, in a patriotic endeavour to produce food, who never before kept live-stock of any kind; hence insanitary hutches, over-crowding, and bad feeding are all too common. How soon damp hutches may work mischief I discovered myself only a few days ago. Into a newly made hutch I had put six youngsters, just six weeks old, dividing them by a central partition. All went well for a brief space. Then came violent rain-squalls which drove into the hutch, more so on one side than the other. Two days running I found the occupants soaking wet. This resulted in a chill; and a day or two later all were showing unmistakable signs of "pot belly," and one of them of incipient rheumatism in the hind-quarters. Obviously, something had to be done at once. So I turned them out into an enclosure, thirty feet by twenty feet, and placed a hutch there with the door open, into which they might run at need. For about forty-eight hours I withheld all green food save a few artichoke stems and leaves, which contain but little water, and gave them a liberal allowance of "mid-dlings." The return to health began thenceforth, and all are now in the pink of condition.

Always I give my rabbits their green food, which they have in abundance, as fresh and crisp as possible; and take no pains to

THE "NEW RABBIT DISEASE."

dry it' should it be wet. The belief that this is wrong is based on a misconception, and not on fact. It is a matter of common knowledge, among

to the fact that, browsing beside ditches and pools of water, they eat "rushes" on which are feeding small water-snails (*Limnaeus truncatulus*), whose bodies are infested with the larvæ of the liver fluke (*Dystomum hepaticum*). When such infected snails are passed down into the stomach of the sheep the larvæ make their way into the biliary

ducts and liver of their new host, and develop into the adult trematode worms which represent the typical "liver fluke." Here, sooner or later, they set up inflammation of the ducts, and, by interfering with the secretions of the liver, bring about anæmia and death. At first, however, the entry of these parasites has a by no means deleterious effect—so much so that in Galloway, where the fluke thrives to such an extent that few sheep escape, animals destined presently for the butcher are put down to graze where they will surely become infected. As a consequence, for a short time the action of the liver is stimulated, and the process of fattening is thereby quickened. But the full story of the liver fluke is a long and complicated one, and cannot be told here. Suffice it to say that rabbits rarely indeed get infected with this parasite.



SON OF KING HUSSEIN, AND COMMANDER-IN-CHIEF OF THE HEDJAZ NORTHERN ARMY: SHERIF FAISAL.

Sherif Faisal, whose Army has taken so notable a part in the Palestine victories, entered Damascus on October 3 on horseback, attended by some 1500 of his kinsfolk and adherents, and rode through the city at full gallop, with "feux de joie" and shouts of victory. He then addressed the people. An Arab Administration has been established in Damascus.

those who have the care of sheep, that where these animals are grazed on water meadows infestation with "fluke" is a common occurrence. But this is due not to the fact that they eat wet grass, but

thus destroying its functions. The disease is very fatal to the young, but old rabbits can harbour the infection without showing definite symptoms. It is spread by resistant cysts passed in the excrement of the infected animal. Thus an apparently healthy but infected doe may infect her own young.



"GOD SAVE THE KING" IN LILLE: GENERAL HAKING AND THE MAYOR OF THE CITY SALUTING THE BRITISH NATIONAL ANTHEM PLAYED BEFORE THE MAIRIE.

British Official Photograph.

Preventive measures should consist in the destruction or isolation of infected animals, and the careful removal of all excrement. If there is a danger from eating wet green stuff, it is probably due to the fact that dry, powdery excrement containing the infective cysts adheres much more readily to wet than to dry surfaces. Be it noted, then, that this disease is brought into the hutch and is spread by an infected though not necessarily sick animal, and not by green stuff. Wet green food, unless it be infected, is not and cannot be a source of danger to the health of rabbits, as is so commonly supposed.—W. P. PYCRAFT.

THE MIDI'S PATRIOTISM: WAR NEWS IN FOCH'S NATIVE DEPARTMENT.

DRAWN BY A. FORESTIER.



KEENLY INTERESTED IN THE VICTORIES OF THEIR GREAT COMPATRIOT, MARSHAL FOCH: TOWNSPEOPLE IN THE HAUTES PYRÉNÉES
READING OFFICIAL COMMUNIQUÉS BY THE LIGHT OF CANDLES AND LANTERNS.

It is a far cry from the northern battlefields of France to the Pyrénées, and it has sometimes been suggested that the people of the Midi are not so deeply affected by the war. Naturally they cannot possess that first-hand knowledge of its conditions which has fallen to the lot of the north, but that they can be charged with indifference this drawing of a typical scene in a town of the Hautes Pyrénées sufficiently disproves. In that region the daily official communiqués, owing to the distance from the seat of war, arrive usually late at night, but the inhabitants are not to be deterred from hearing the

latest news. They flock to the public buildings where the communiqués are posted, carrying candles or lanterns by which to read them. The Department of the Hautes Pyrénées has a special reason to follow with keen interest the victorious progress of the Armies under Marshal Foch, for it was in Tarbes, its capital, that he was born, on October 2, 1851. His predecessor in the high command, Marshal Joffre, is also a Southerner, having been born at Rivesaltes, near Perpignan, in the Department of the Pyrénées Orientales, on January 14, 1852.—[Drawing Copyrighted in the United States and Canada.]

NEW NOVELS.

That there have been better subjects "The Burning-Glass," for a novel than the passion of Julie de Lespinasse we think that Miss Marjorie Bowen would be inclined to admit. This, of course, is not to forget that Mrs. Humphry Ward has written "Lady Rose's Daughter," and made of the Deffand-Lespinasse affair one of the most charming of her books. Mrs. Ward, however, translated freely, and her Julie breathed the wider air of the late nineteenth (or was it the twentieth?) century. Miss Bowen is carefully accurate, following the famous letters line by line; and somehow Mora and Guibert become tiresome, and the anguish of Lespinasse is shadowed, for all its burning flames and fevers, with monotony. It may be that the exact and accurate grouping of the accessories, the enumeration of the satinwood desk, the taffeta curtains, the pendule clock, the jar of lacquer, and the "two arm and three single chairs"—witnesses to so much intense emotion—conveys too well the atmosphere of a dead past. This is not a living woman; it is a *salon* with furniture, a bundle of old letters, a review of names that have been graven on tombstones for nearly a hundred and fifty years. It may be, too, that at this hour of destiny we of 1918 feel that the tearing and breaking of such a woman's heart, inside her stiff, old-fashioned stays, is not the tremendous affair it appeared to be to her and her contemporaries. She wore herself to tatters, and died. To-day other women with broken hearts live on, holding their brave heads high, and poor Julie de Lespinasse's ghost cuts a pitiful figure as it flits across their world.

It would be difficult "Special Performances." to mistake Mr. Pett Ridge's work for any other's, assuming that he were to publish a new book anonymously. His style is his own, and, so far as we know, he has no successful imitators. We are grateful for these things in reading "Special Performances" (Methuen), because it is so much less the subject than Mr. Pett Ridge that matters. The material from which these sketches are made is thin—a presentation teapot at the works, my lady passing Hampstead Heath, the antiquity of a threadbare war yarn. Really, when you come to examine them, there is nothing in



THE BRITISH ENTRY INTO DOUAI: TAKING DOWN THE GERMAN FLAG FROM THE PREFECTURE.

Sir Douglas Haig reported on October 17: "To-day our troops have entered the town of Douai." The Germans had blown up two sides of the Grande Place, but the rest of the town was comparatively undamaged.—[British Official Photograph.]

the stories; and still the fact remains that the characters are alive, and very entertaining. Their terse and for the



A "CIGARETTE QUEUE" AT THE FRONT: AN EXPEDITIONARY FORCE CANTEN DOING A BRISK TRADE IN A VILLAGE OCCUPIED BY AUSTRALIANS. Australian Official Photograph.

most part Cockney utterances are scarcely witty, but they are humorous. Their actions are the actions of ordinary people, flavoured with the pepper and salt of an Anglo-Saxon civilisation. Mr. Pett Ridge exposes jealousy and self-seeking, puts patriotism through its paces, and searches out the foibles of pretentious persons. He does not harangue us from the platform, but his quiet observation gets home. There is a deal of human nature in "Special Performances," and this is its claim to public favour.

"Martin Schuler." Without saying a word about world politics, Mr. Romer Wilson has written a foreword to the crime and the catastrophe of 1914. The circle he presents, the little self-centred paradise of music and dreams, went up in the smoke of burning Louvain. Yet what he gives us here is, on the surface, simply the study of an artistic temperament, of a youth whose aspirations (and vanity) were greater than his achievement, and who, when at last he fulfilled himself, perished of the supreme effort. "Martin Schuler" (Methuen) is itself a work of art, with a restraint that seems to signify that Mr. Romer Wilson has by no means overreached himself in his acute and clever portraiture of German art in the beginning of the twentieth century that was to be so entirely the possession of the Teuton. Martin Schuler is looked upon as the heir of the musical ages by his contemporaries. He works out as the composer of light opera, popular music, and the grand opera of "The Peahens" of which he dies. He philanders, while his friends express themselves in epigrams on Woman. It is a gimcrack universe, this medley of modern young men, and music, and the stage; but the author shows power beyond the ordinary when, here and there, he snatches at the pasteboard scenery, and, tearing aside the shams, reveals the eternal stars.

THE LANDING OF THE KING OF THE BELGIANS AT OSTEND.

SINCE its publication, it has been pointed out to us that our drawing of the King and Queen of the Belgians passing the sunken *Vindictive* in Ostend Harbour was incorrect in certain details. This arose from the fact that the supplier of the material to our artist (who himself is not to blame in the matter) forgot to point out that the *Vindictive* was funnelless at the time.

PELMANISM AND PEACE.

By ARTHUR F. THORN.

Author of "Richard Jefferies and Civilisation," "Social Satires," etc.

THE truth that civilisation has been strained almost to breaking point by the war will not be denied by those who are able to recall the cataclysmic events of the past four and a-half years. Nothing less than a revolution has taken place in society, but its progress has been too gradual for immediate realisation; the spectacular horrors of modern warfare have largely distracted the public consciousness from the social changes which have come about as a result of world conflict, but when peace comes these things will need to be appreciated in their true perspectives. The future will consist mainly of social problems that will demand the concentrated mental effort of every individual brain. Vital national issues directly affecting the lives of the people will demand serious consideration and successful treatment, not only by a few men of genius, but by the people themselves. There will be a vacuum in the social atmosphere that will draw all mentalities into its vortex, and if those mentalities are insufficiently equipped for the strain which will be put upon them, then the wisest plans of the minority will prove ineffectual.

How few are able to grasp mentally the significance of the present moment, or to visualise the intensely dramatic possibilities of the near future? How few are able to perceive that the war has, in the sense of destruction, set civilisation back a century, and that it will be absolutely necessary to repair the wreckage as soon as possible after peace is declared? The emotional reaction of joy that will inevitably succeed the birth of peace will, for a time, subordinate every other public emotion. One can quite clearly visualise a condition of happy chaos that will laugh in the face of serious thought and be quite unable to appreciate the fact that grave danger still threatens civilisation; that nothing short of collective intelligence and collective thinking will assure a sane future for democracy. The future needs thought as the human body needs food; it needs dynamic ideas and ideals; it needs effectively applied mental science, and it needs human understanding. The failure of the past to secure for the people a general high standard of living and social security which might leave man free to become aware of his higher mental self: this failure has been due to the absence of collective thought—the failure, in fact, of the average undeveloped mind. Let us examine this question closely. Great ideals and schemes for the betterment of mankind have been conceived and expressed by thinkers whose sole motive was the uplifting of their fellow men. They had no axe to grind—men like Ruskin, William Morris, Tolstoy, Emerson, and many others, whose life work was directed towards the elevation of mankind. These great men were not in themselves failures; they expressed their ideas very clearly; it is humanity that has failed, not the

men of genius who have pointed a way to emancipation. Why have these mental pioneers been unable to produce a full and satisfactory result? Why has humanity failed to utilise the ideals of its great teachers? There is no excuse for humanity; humanity has consistently refused to think; it has neglected its mind; failed to realise the importance of ideas, and, in so doing, has allowed the paralyzing forces of ignorance to overwhelm it. False dignity cannot point a flaw in this argument; it is as clear as the sun in mid-heaven.

Thought, rightly directed and intelligently applied to the complex problems of human life, can alone lift the race beyond the devastating effects of mental apathy and intellectual inertia. We have neglected our brains; we have failed to apprehend the infinite power of mind, and we suffer in consequence. Then, it will at once be said, education is also a failure. What has education been doing all these years? What is wrong with our educational system that the average person is not, in the highest sense of the word, educated? The answer is, that educationists have been much too anxious to provide a utilitarian education; an education purposely designed to fit in with conventional ideas of life, and with things as they are. Educationists have not properly appreciated the fact of individual psychology. Conventional education may impart much valuable technical knowledge, and, at the same time, fail to draw out those vital qualities of personal initiative and individual thought which are alone able to develop the pupil's highest potentialities. The result of such education is not a mind alive to the colour and joyous possibilities of life, but a mind encumbered with a certain mechanical arrangement of facts that are, within limits, quite useful, but which are also narrowly restricted, and do not, as a rule, enable the individual to become intimate with the possibilities of his or her own unique personality.

The whole problem of the future, in which it is generally admitted that reconstruction shall be the most important task, is a problem which involves the mental response of the people to the idea of reconstruction in all its phases. People in all classes of society will need to think and analyse for themselves; they will have to discuss national affairs and bring their minds to bear intelligently upon the various aspects of social reconstruction. They will have to be mentally awake not only to their own personal interests, but also to the interests of others. The future will demand a clarified perception of right values and sane ideals; it will need clear, energetic brains and sensitive imaginations—mental qualities which do not develop without systematic exercise and rightly directed interest and concentration. The need for the healthy activity of these mental faculties exists increasingly,

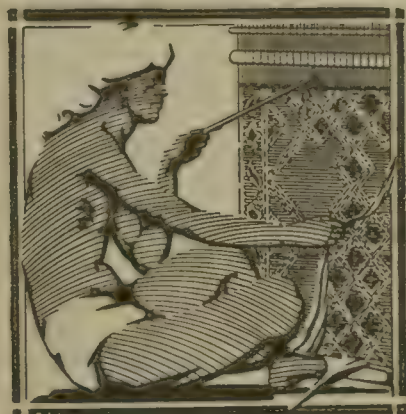
and the Pelman System of Mind and Memory Training has evolved side by side with this need. The Pelman System of mental education is nothing more or less than a proved developer of every healthy and progressive activity of the human mind. There would appear to be no other system of Mind and Memory Training more likely to stimulate the latent powers of the undeveloped brain and prepare it for the intense intellectual battles of the future. The Pelman System invariably produces that requisite mental vitality and keen perception that can alone prove successful in a world fighting for existence with ideas. The Pelman System is more scientific and more certain of its ground than any other system which claims to provide an incentive to thought, and a stimulus to imagination. It has psychology for its basis, whereas conventional education regards psychology as a mere branch of mental science, and does not normally include it in the popular curriculum. This oversight has caused the failure of conventional education just as the recognition of the psychological basis of mental life has proved the success of the Pelman System.

Briefly, then, the coming of peace will demand collective thinking; it will demand the serious consideration of, and creation of, ideas; it will demand intelligence. Nothing less than efficiently educated brains will be qualified to deal with those supreme national issues which must affect the race generally. Nothing short of national mental education will be of any practical value in the enormous task of social reconstruction. Pelmanism will play a much greater part in the shaping of our national future than many of us imagine. The world cannot become safe for the people and for posterity until each individual unit in society fully realises the possibilities of their own particular mentality and its power over the conditions of life which form its environment. The hopes which mental education holds out for the future are stupendous. There is no limit to the happy possibilities of the future if only humanity will collectively realise the divine potentialities of thought, and awaken to the necessity of creating a condition of human life which shall bless the children of to-morrow and justify the sacrifice and sorrow of to-day.

"Mind and Memory" (in which the Pelman Course is fully described, with a Synopsis of the lessons) will be sent, gratis and post free, together with a reprint of "Truth's" famous Report on the Pelman System and a form entitling readers of "The Illustrated London News" to the complete Course for one-third less than the usual fees, on application to the Pelman Institute, 53, Pelman House, Bloomsbury Street, London, W.C.1. Overseas Addresses: 46-48, Market Street, Melbourne; 15, Toronto Street, Toronto; Club Arcade, Durban.



BRITISH
&
ORIENTAL
CARPETS



AN UNRIVALLED STOCK

OF ALL MAKES

&

QUALITIES

ALWAYS ON VIEW

WARING &
GILLOW
LTD.

134-180 OXFORD ST., LONDON, W.

THERE'S mellowness in hand-made
PICCADILLY Circus Virginia
Cigarettes; a mellowness combined with
flavour, smoothness, coolness and mildness.



The most perfect hand-made
Virginia cigarettes ever produced.

25 for $1/8\frac{1}{2}$
50 for $3/5$ 100 for $6/10$

To be obtained of all High-class Tobacconists.

ALEXANDER BOGUSLAVSKY, Ltd., 55, Piccadilly, London, W. 1.



Nourishes & Satisfies Baby

Baby Norris at 5½ months old provides indisputable proof of the nourishing qualities of Mellin's Food.

"She has been fed on Mellin's Food since she was 2 months old, and it agreed with her so well that I have kept her on it ever since," writes Mrs. Norris, of 110, College Road, Deal. "Before I tried Mellin's Food nothing would satisfy her."

Feed your baby on Mellin's Food—the Food that really satisfies infants and growing children. Prepared as directed it is the perfect substitute for mother's milk. Easily digested, and rapidly assimilated.

Mellin's Food

may be obtained of all chemists and stores. Ask for it to-day.

SAMPLES POST FREE—Mellin's Food on receipt of 4d. stamps; Mellin's Food Biscuits on receipt of 4d. stamps. A valuable handbook for mothers free.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, S.E. 15

LADIES' NEWS.

THE QUEEN is, in one way, distinctly in favour of waste—but only if it is spelt waist. There is no doubt that, when Madame la Mode goes in for her special form of reconstruction, restoration of the waist-line—so long and so entirely obscured—will be a chief point in her plan of campaign. In no other way could she be so sure of upsetting the old régime, and making war-time dress quite useless for the smart women of peace time. This we recognise as one of her ways to help trade, and trade will hold out both hands for help when peace arrives. The Queen has always preserved the waist-line. Her Majesty's mould is too grand for those Victorian atrocities known as wasp-waists; but the waist of her dresses is where Nature has placed it, and the Queen has never camouflaged that fact. At the moment there are no close-fitting bodices—the time for them is not yet—but there is in all draping and swathing distinct convergence to the waist. A great dressmaker says that there are few women who can cut and make close-fitting bodices now. Those are being dealt dolefully with, for they will be worth high salaries later on—not only to make, but to train others to make, fitting bodices, which will come again as surely as peace won by victory.

The bead and embroidery craze is at its zenith, so that a costume without either achieves distinction. That is the point when fashions change. Like the turn of the tide, it remains for a time apparently quiescent, then it flows fast. Before this winter, with all its fateful happenings, is past we shall see plain frocks in favour. The time is favourable, for we have fabrics to trim which would be as inartistic as to paint the lily—silk jersey cloth thick, soft, silken fabric that drapes like crêpe and wears like leather), soft and lustrous satin, bloom-like and beautiful velours. Save for a touch of fur and a softening of lace, these are most effective alone. Another fashion to which we may confidently look forward—not, perhaps, so soon as that of plain materials—is a revival of lace. The liberated populations of Belgium and France, the nuns who have had the more immediate necessity to nurse, will return to their peace-time occupation of lace-making; and Madame la Mode, who is a philanthropist after a fashion, will lend her aid to reinstate them in more flourishing ways. Nor shall we want to buy imitations of these laces, however clever and cheap; we have learnt to dislike and distrust the countries that dealt so profitably to themselves in substitutes.

A quest we are all on these days is for woollies—chiefly those to send to the men who are campaigning, for victories



ONE OF THE NEW LOOSE COATS.

A "chic" costume of black duvetyn and buff broadcloth, with a waistcoat of black-and-white striped corded velvet. A novel feature is the black velvet stock.

will not keep the dear things warm. We can get the best for them if we can show that we want it for fighting men, for the chief output of the Wolsey manufacture is for the use of the Army and Navy. A bellicose lady was arguing that her old man wanted it as badly as any soldier, because coal was so short and he could not fight to keep himself warm. Another woman took up the challenge, and told her that but for the fighters, who had to be out in all weathers, her old man would have no grate to put coal in nor house to put a grate in. This was conceded, and the pair proceeded to extol the merits of Wolsey; and finally some was found for the bellicose lady's old man, whereupon she was converted to peace, but neither a Hun nor a pro-Hun version of that blessing.

No one has one good word for the latest scourge, the "Spanish flu." Spain will, it is said, break her neutrality if we go on calling it so. Women go about handkerchief to nose and reeking of antiseptic; the two pet pastimes are sneezing and skipping—the first not caused by flu, but by the use of Kruschen Salts to prevent it by getting rid of the germs; the second by way of keeping warm in the healthiest way. An impromptu sneezing party proved rather a frolic; the guests passed round the salts, sniffed, and sneezed into properly disinfected handkerchiefs in a disinfected room. There may be developments with competitions, the best sneezer to get a prize; or, if members of the minority sex are present, bets might enliven the proceedings, which would certainly often become hilarious. Jokes apart, there is no better preventive of the prevailing malady than a good sneezing fit once or twice a day. It is not for the good of the community that it should be done at large, like the swears of the South Attorney; discreet sneezing properly environed is to be encouraged, and no one need fear enemy influence in the Kruschen Salts provocative thereto—it has been all British for 160 years, and continues to be so.

Women are all interested in the scheme for endowing beds in the Elizabeth Garrett Anderson Hospital for women workers who fall sick by the way. Each branch of workers is to endow a bed to be kept for members of their own profession or trade. The whole is to be a memorial from living workers to the great pioneer of women in the medical and surgical profession, Elizabeth Garrett Anderson. A sale will be held on the 28th and 29th to help to raise funds for the completion of endowments already begun. Help is urgently needed, because war conditions have made it harder than ever for all hospitals to carry on. Miss Imogen Murphy, Secretary at the Hospital, 144, Euston Road, will be grateful for any gifts.—A. E. L.



Mappin & Webb

Silversmiths to His Majesty King George V. LTD



THE Company has a unique selection of Toilet Services in Gold, Gold and Enamel, Sterling Silver, and Tortoiseshell, plain or handsomely inlaid.

A visit to inspect the stocks is cordially invited, or a selection will be sent on approval at the Company's risk and expense. A fully illustrated catalogue will be sent post free.

The Illustration depicts a Service in fine Tortoiseshell, inlaid Sterling Silver.

Hair Brush ...	£6 0 0
Hand Mirror ...	9 0 0
Hat or Cloth Brush ...	3 3 0
Hairpin Box ...	3 10 0
Comb ...	1 15 0
Powder Jar ...	3 15 0
Scent Bottle ...	3 3 0
Large Mirror ...	50 0 0

London Showrooms:

2, QUEEN VICTORIA STREET, E.C. 4; 172, REGENT STREET, W. 1; 158-162, OXFORD STREET, W. 1.

Manufacture: The Royal Works, Sheffield.

PARIS.
ROME.
MONTREAL.
JOHANNESBURG.
BUENOS AIRES.
RIO DE JANEIRO.
SAO PAULO.



Wana-Ranee

The Perfume of Ceylon

Regd

There is a mystic Eastern appeal in Wana-Ranee which is irresistible. Of exquisite charm and distinction it is indeed

A Dream of Oriental Fragrance

wonderfully lasting and refreshing.

Wana-Ranee used in its many dainty forms makes the toilet a harmony of fragrance, and gives that subtle tone of refinement which marks the woman of taste.

Perfume, 3/9, 7/6, 13/9, 21/- and 40/- per bottle ;
 Hair Lotion, 6/- ; Toilet Water, 5/6 ; Face Powder, 9½d. and 1/4 ;
 Dental Cream, 1/4 ; Soap, 10½d. and 1/9 per tablet ;
 Cachous, 6½d. ; Sachets, 7½d. ; Toilet Cream, 1/3 ;
 Bath Crystals, 3/6 and 6/3 ; Shampoo Powders, 3d. each ;
 Powder Leaf Books, 6½d. ; Brilliantine, 1/9.

Of all Chemists and Perfumers.

J. GROSSMITH & SON

DISTILLERS OF PERFUMES
 NEWGATE ST LONDON

LITERATURE.

"Rhyme and Revolution in Germany."

Poetry is the natural vehicle of intense feeling, political or otherwise, and so there has always been a close connection between rhyme and revolution. There is literally, therefore, much rhyme as well as reason in Mr. J. G. Legge's book, "Rhyme and Revolution in Germany" (Constable), which he further describes as "A Study in German History, Life, Literature, and Character, 1813-1850." As these dates indicate, the revolution in question is not that which may be in progress to-day as a result of the war, but an earlier event. It is sometimes forgotten that Germany ever had one, for the world is apt to remember only the revolutions that succeed and not those that fail. The present volume is a timely

careful study if only on the principle that we may "learn the future from the past of man," and also for the sake of the analogies which he draws between Germany in a period of reconstruction and the present state of political affairs in our own country, tending, as he warns us, towards a similar régime of tyrannical bureaucracy and the covert supersession of our ancient liberties as represented by Parliament.

Mr. Legge compares the history of Germany since the war of liberation in 1813, when the Germans shook off the yoke of Napoleon, to "a vast trilogy, the subject of which is more tremendous even than that of Thomas Hardy's 'Dynasts.'" The first part covers the years from 1813 to 1850, with which his book deals; the second is the era of Bismarck; while "the third great drama is now unrolling itself before our eyes." Of the first period he says that an understanding of it "is vital if Englishmen are to appreciate the magnitude of the problems involved in the issues of the present war. They will realise that it was during this period, and not under the Bismarckian régime, that the German as we see it displayed to-day, was really formed"; and, emphasising the same point, "it is a profound mistake to conceive of the German of to-day as representing a peaceful, guileless stock perverted by the evil influence of Bismarck."

The author's plan has been to provide British readers with the means of studying German history and character at first hand, in a form more readable and popular than a text-book or a scientific historical work. His own knowledge of modern Germany dates from a visit to Berlin in 1888, and has since been continued by "a desultory but voluminous reading." He tells the story by means of a series of quotations (translated) in verse and prose from contemporary writers, as given in such German works as "The German Revolution," by Hans Blum, and Dr. Tim Klein's "Der Vorkampf," with a connecting thread of narrative of his own by way of "stage directions." The general result is a remarkably vivid picture of the German soul (or the absence thereof) in evolution, through abortive revolution, to acquiescence in domineering autocracy. It gives the impression of a house divided against itself, but with the weaker elements kept in order by brute force.

A Sheaf of War Notes.

Impressions they made on him, and the thoughts that they created—might say with Othello, "I will a round unvarnish'd tale deliver." A keen sense of the actuality of these extracts from the day-by-day notes of the author, Major Graham Gillam, D.S.O., grows with a perusal of the pages, and the reader echoes the tribute to "a Division whose gallantry in that campaign well earned for it the epithet 'immortal,'" and welcomes also the tribute paid to that indispensable arm the A.S.C., whose slightest misunderstanding may easily "lead to chaos," and whose work involves traversing roads swept by high-explosive shell and shrapnel and machine-guns.

Major Gillam does not forget the ancient fame of Gallipolis, city of beauty, in the war-horrors of Gallipoli to-day. He has, too, a keen eye for the tragic inconsistencies of war: "Here we are sitting down to a good meal, and men are fighting up the cliffs a few hundred yards away"; or, again, "At 'V' Beach all seems hell and confusion"; and, further, "I can only see brown hills

The author of "A Gallipoli Diary" (Allen and Unwin)—a record of "the daily happenings" of his life, the



MARRIED: STAFF-CAPTAIN A. C. R. WAITE—MISS IRENE AUSTIN.

Miss Irene Austin was married on October 16, at Lickey Parish Church, by the Ven. the Archdeacon of Birmingham, to Staff-Captain A. C. R. Waite, M.C., of the Fourth Divisional Artillery, Australian Imperial Forces. Mrs. Waite is the eldest daughter of Sir Herbert Austin, K.B.E., and Lady Austin. The wedding was attended by a large circle of friends, including many representatives from the Austin Motor Works.



ON THE CHAMPS ELYSEES, PARIS: "AU POILU"—A NEW STATUE.

reminder that such an upheaval did occur in Germany in the first half of the nineteenth century; and, as the author points out, the effect of the war may be to revive the old forces of discontent. His work, therefore, deserves

Charles Packer & Co Ltd.

GOLDSMITHS & SILVERSMITHS

THE FASHIONABLE RIBBON BRACELET

With Diamond Initial set in Palladium and White Enamel Slide.

Every Letter from A to Z in Stock.

ALL
£4 10 0

EACH
post free to any
address.



ALL
£4 10 0

EACH
post free to any
address.

Illustrations show actual
size of Brooches.

MILITARY BADGE BROOCHES

Every pattern can be
supplied from stock.

15-ct. GOLD and ENAMEL

all £2 2 0



The Machine Gun Corps.



The Royal Navy, with Gold or Silver
Anchor. Also with R.N.R. and R.N.V.

All these Brooches are finely
modelled in 15-ct. Gold.



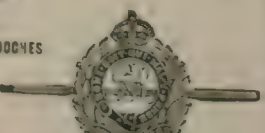
The Royal Artillery.

ALL REGIMENTAL BADGE BROOCHES

SUPPLIED

FROM STOCK AT
£2 2 0 each.

Money returned in
full if not approved.



The Royal Engineers.

THE
NEW MILITARY WATCH
Fine Quality Lever Movements.
One-Piece Screw-in Silver Case.

WITH
UNBREAKABLE FRONT
Luminous Hands and Figures.
The Ideal Watch for Active Service.



TRANSPARENT
UNBREAKABLE FRONT.
No New Glasses or Protectors
Required.

WHITE OR BLACK DIAL.
£3 15 0
Post Free to Any Address.

76 & 78 REGENT STREET, LONDON, W.1

Soothes the Nerves

Enjoy the solace of a "Le Kanopus" Cigarette—experience its subtlety of aroma and flavour—qualities only found in genuine Egyptian Cigarettes. "Le Kanopus" is guaranteed made from pure oriental tobaccos matured under Eastern Skies, blended in Egypt and manufactured into cigarettes in Cairo. Try a "Le Kanopus" and note the difference between the real Egyptian Cigarette and one made elsewhere.

Le Kanopus EGYPTIAN Cigarette

A genuine high-class imported cigarette at a moderate price. Smooth to the palate—soothing to the nerves. No adulterations—therefore no pernicious after-effects.

PRICES: 1/- for 10; 2/-, 20; 5/-, 50; 9/11, 100.

High class Tobacconists everywhere stock "Le Kanopus."

Ask for this brand when you want a good Cigarette.



BENSON'S

"Perfect Safety" Self-Fitting

Gold & Gem Watch Bracelets



With fine quality Lever
Movements,
from £11 11s.



WARRANTED
TIMEKEEPERS

Best Value.

Highest Quality at Lowest
Cash Prices.



Illustrated
Books Post Free.

of Pocket, Wristlet, and Bracelet Watches and
Chains, Rings, with size card, Jewellery,
Inexpensive Silver Goods for Presents, &c.

J. W. BENSON, Ltd.,

Makers to H.M. Admiralty and War Office, etc.

62 & 64, LUDGATE HILL, E.C.
AND 25, OLD BOND ST., W.



**Baby's
First Love**

His Bottle of
Savory & Moore's Food.

Of all Chemists and Stores,
in 1-lb., 2-lb., 5-lb. and 10-lb. Tins.

**SAVORY & MOORE'S
FOOD**



Princess Eugenie Cristoforos-Palaeologue, Lady Collins, Lady Sykes,
Lady Powell, Commander T. Wolfe Murray, Colonel Bagot-Chester,
Colonel Perry are, amongst hundreds of Society leaders, grateful
users of Mr. Geo. R. Sims' wonderful hair-grower Tatcho. What
Tatcho has done for them, it can and will do for you.

A DOCTOR'S TESTIMONY.

Dr. Edward E. Phillips, L.R.C.P., M.R.C.S., London (retired),
ex-Mayor of Bath, Alderman and J.P., writing from Sydney House,
Sydney Gardens, Bath, states: "I am taking this opportunity to say
a good word for Tatcho. I have used it for years, and I feel sure it
has been of the greatest value. Although I am getting aged I have
a fair crop of hair left. I have recommended Tatcho to many others,
and all have been satisfied. This is an unsolicited testimonial, and
I give it entirely 'off my own bat.' You are at liberty to make use
of this. Anyone may refer to me. I assure you I have never given
a testimonial of any kind before."

Doctors know that premature loss of hair is due to infective
germs. They will tell you that ordinary lotions, pomades, and
brilliantines are more likely to harbour and encourage the
germs than destroy them; and that if you really mean to save
your hair while there is time, you must use Mr. G. R. Sims's
Tatcho—the genuine, the rational hair remedy. For Tatcho
contains a powerful bactericide which exterminates hair germs.
Its scientific formula also includes the valuable constituents
which feed and nourish the hair, and stimulate it to a more
luxuriant growth.

Tatcho is a clear, spirituous preparation, the colour of
whiskey, free from all grease. A few drops rubbed in each
morning work marvels on the neglected head of hair. After
Tatcho has done its work, nothing but the Tatcho Hair
Health Brush should be used.

TATCHO
The HAIR GROWER

A 4/6 bottle for 2/9

SPECIAL TATCHO COUPON.

THE TATCHO HAIR HEALTH BRUSH FREE.

In order to prove the superlative merits of Tatcho, the Company, inaugu-
rated under the auspices of Mr. Geo. R. Sims, has set aside for this purpose
250,000 4/6 bottles of Tatcho for 2/9, and 50,000 Tatcho Hair Health
Brushes, the latest scientific achievement in hair-brush construction. The
cost of this unique brush is 5/6, but one will be sent free when six bottles of
Tatcho are ordered for family use, or for distribution amongst applicant's
friends. Each bottle of Tatcho bears the following personal guarantee:—

"I guarantee that
this preparation is
made according to
the formula recom-
mended by me."

Geo R Sims

Get your Chemist, who is authorised to do so, to supply a
4/6 bottle for 2/9, or will be mailed from the CHIEF
CHEMIST, TATCHO LABORATORIES, Kingsway, London.

Chemists and Stores everywhere.
1/3 and 4/6.

As beautiful as hair can be!



HOW TO PREVENT IT FROM GROWING GREY

THERE is no occasion for you to look unattractive or prematurely old because of grey, streaked with grey, white or faded hair. Don't let this condition, with its look of age, rob you of your youthful beauty and the wonderful opportunities which life offers. No matter how grey, prematurely grey, lustreless or faded your hair might be, Hinde's Hair Tint will revive the colour glands of Nature—promote a healthy condition of the hair and scalp—and cause all of your grey or faded hair to become evenly dark, soft, lustrous and beautiful. This preparation is not an ordinary hair dye, but an elegant toilet requisite, which is easily applied by simply combing it through the hair.

Hinde's Hair Tint is permanent in effect, natural in shade, washable and undetectable, and is guaranteed harmless by the highest medical authority. A medical certificate accompanies each bottle.

You simply comb it thro'

HINDE'S HAIR TINT

For Grey or Faded Hair.

Of all Chemists, Stores and Hairdressers, 2/6 the Flask, or direct from HINDE'S, Ltd., 1, Tabernacle St., City, London.

Patentees and Manufacturers of the World-Famous Hinde's Wavers—Hinde's "Hindelife" Hair Brushes (which have been awarded highest honours at every exhibition to which they have been sent, since the Great Exhibition of 1851), the "New Matik" and "Very" Hair Brushes.

Cerebos SALT

Supplied to
THE BRITISH

House of Lords, House of Commons
Admiralty, War Office,
and all the leading clubs

J. C. VICKERY

117 to 123
REGENT ST.
LONDON
W.

Your Neighbour Jeweller?
Silver and Gold
Manufacturers

Lovely Engagement Rings.

A splendid selection always in stock.
Illustrated Catalogue of Jewellery
and useful Gifts sent post free
on application.



No. A300
Single Stone
Diamond, £30
£70, and £82 10s.



No. A299
Fine Diamonds and
Sapphires, £65



No. A298
Fine Diamond and
Pearl, £52 10s.
Smaller, £35 & £24



No. A301
Large Solitaire
Diamond Ring,
£100, £195, £265



No. A297
Fine Diamonds,
£19 10s., £32 10s.,
£45 10s.



No. A303
Fine Diamonds and
Sapphires, £11 11s.



No. A309
Square-cut
Diamonds, 844 es,
£25 10s.



No. A308
Diamonds, 1 Set,
Gold and Pearls,
£16

Lotus

NOWADAYS the civilian who wants brown boots or shoes, and manages to get a pair, is very fortunate.

For there are no war-time and only very few, a pair here and a pair there, of the regular civilian boots and shoes in brown, owing to the Government wanting nearly all the leather of this colour for soldiers and Waacs.

So those men who particularly want brown boots will save themselves a lot of running about from

shop to shop by buying black straightaway.

Black boots and shoes, particularly war-time, are in tolerably good supply at the shops appointed to sell Lotus and Delta. In every town there is one, in many towns there are two or more, of these shops.

Lotus Ltd, Stafford
Makers of Delta War-time Boots
City Telephone
London Wall
6989



Delta War Time
Pairs . . . 27/6
Singles . . 13/9
Made by Lotus Ltd

VEN-YUSA

The Oxygen
Face Cream



"Yes dear,
I always use
VEN-YUSA"

The regular use of Ven-Yusa is equivalent to giving the skin a refreshing wash. It is a skin cream, not a skin medicine. Only 1/6 per jar at all Chemists, Hairdressers, Stores, etc., etc. London: C. E. Fulford, Ltd., Leeds. Branches at Sydney, Cape Town, Calcutta, Bombay, Ceylon, etc.

THE PLAYHOUSES.

CENTENARY OF THE "OLD VIC."

IT was pleasant to see the Queen and Princess Mary showing their appreciation of the good work done for Shakespeare at the "Old Vic." by attending on Friday the quaint performance which celebrated its centenary. Those concerned had the happy idea of presenting a review of the record of the theatre during the past century, from full-blooded melodrama to grand opera and the plays of Shakespeare, and affording at the same time a contrast between the old and the new methods of acting. Thus we had deliberately artificial emotion from Miss Athene Seyler and Mr. Ben Greet in a scene from the old-style drama of "Simon Lee," which showed a condemned murderer in his cell visited by his innocent wife. This made the best of the fact that Mr. Matheson Lang's actress had dressed and rampaged Petrucchio in an attempt to "tame" the Taming of the Shrew. In marked contrast to the Vic company's more subdued work in "Simon Lee," Miss Ellen Terry proved how eloquent she still was both perfect phrasing and naturalness, in Portia's "Mercy" speech and Juliet's potion scene. Incidental delights were Mr. Croker King's impersonation of Paganini, and Mr. Russell Thorndike's masquerade as Grimaldi; but the whole entertainment was one in which Miss Baylis might take legitimate pride.

TERMS OF SUBSCRIPTION

"THE ILLUSTRATED LONDON NEWS."

PAID IN ADVANCE.
INLAND. (Twelve Months including Christmas Number, £2 18s. 6d. (Six Months £1 4s. 6d.; or including Christmas Number, £1 10s. 6d.) Three Months 10s. 6d.; or including Christmas Number, 16s. 6d.)
CANADA. (Twelve Months including Christmas Number, £3 10s. 6d. (Six Months £2 10s. 6d.; or including Christmas Number, £2 18s. 6d.) Three Months 14s. 6d.; or including Christmas Number, 22s. 6d.)
ELSEWHERE ABROAD. (Twelve Months including Christmas Number, £3 18s. 6d. (Six Months £2 18s. 6d.; or including Christmas Number, £2 18s. 6d.) Three Months 15s. 6d.; or including Christmas Number, 24s. 6d.)
Subscribers must be paid in advance, direct to the Publishing Office, 172, Strand in London, or to the Post Office Order, payable at the Post Office, 172, Strand, London, W.C.2.

CHESS.

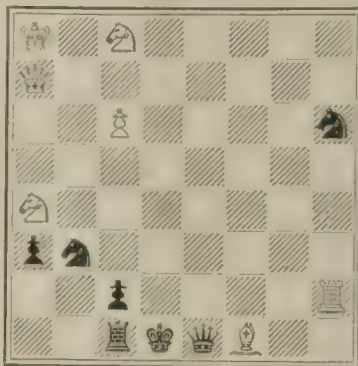
TO CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, *Illustrated London News*, Strand, W.C.

F. WALKER.—We have examined your problem, but find it too weak for our use although some of the variations are rather pretty.

G. L. BIRCH.—If you will send your name and address, your problem shall be examined. You must look again at Problem No. 3796.

G. STILLINGFLEET JOHNSON, A. M. SPARKE, and J. PAUL TAYLOR.—Your ten positive problems are marked for insertion.

PROBLEM No. 3797.—By W. A. SHINKMAN.
BLACK.



WHITE.

White to play, and mate in three moves.

SOLUTION OF PROBLEM No. 3795.—By H. F. L. MYER.

WHITE.

1. B to Q 5th
2. R to Q 4th (ch), and 3. Kt takes P.

BLACK.

K takes P

CORRECT SOLUTIONS OF PROBLEM No. 3791 received from J. B. Canara (Madeira) and J. M. Sharp (Malta); of No. 3792 from R. F. M. (Sherlock, Canada), J. M. Sharp, and J. B. Canara; of No. 3793 from L. Choate (L. Roque (Eastbourne), R. J. Lonsdale (New Brighton), J. Verrall, E. J. Gibbs, J. C. Gemmell (Camptown), F. L. Smith, and G. Bell (Norwich).

CORRECT SOLUTIONS OF PROBLEM No. 3796 received from G. Stillingfleet Johnson (Se. Lond.), J. S. Forke (Brighton), A. H. H. (Bath), J. Fowler, J. Dixon, J. C. Stackhouse (Torquay), L. Choate La Roque, Cajet H. E. Brooker (Brighton), H. Gravett Baldwin (Pamham), J. C. Gemmell, A. W. Hamilton Gell (Exeter), M. E. Ouslow (Bournemouth), H. S. Brindley (Weybridge), and Mark Dawson.

CHESS IN BATH.

Game played between Messrs. LAWSON and REIL.

(Vienna Gambit.)

WHITE (Mr. L.) BLACK (Mr. B.)
1. P to K 4th P to K 4th
2. Kt to Q 3rd Kt to K 3rd
3. P to B 4th P takes P
This is altogether ruled out by the authorities on the ground that 4. P to K 5th yields practically a won game.
4. P to Q 4th B to Kt 5th
5. B to Q 3rd Castle.
6. B takes P B takes Kt (ch)
7. P takes B P to Q 4th
8. P to K 5th Kt to K 5th
9. Q to B 3rd Kt takes P
10. B takes P (ch) K takes B
11. Q takes Kt B to B 4th
12. Kt to B 3rd B to K 5th
13. Kt to Kt 5 (ch) K to Kt 5th
14. Castles Kt to B 3rd
15. Q R to K sq
16. Threatening R take B, followed by Q to K 3rd, etc.
17. Q to Q 2nd
18. Kt takes B P takes Kt
19. R takes P Q R to K sq
20. B to R 4th
21. Starting a pretty combination which is carried through in excellent style. What the game lacks in science it makes up for in liveliness.
22. R to K 3rd
23. R to B 6th K R to K sq
24. B takes P K takes B
25. Q to R 6th (ch) Resigns

BOOKS WORTH READING.

My German Prisons. Capt. H. G. Gilliland. 6s. net. (Hodder and Stoughton.)
Love and Sacrifice. Beatrice Baskerville. 6s. 9d. net. (Hurst and Blackett.)
Shops and Houses. Frank Swinburn. 7s. net. (Methuen.)
The Women Novelists. R. Brinsley Johnson. 6s. net. (Collins.)
The Burning Glass. Marjorie Bowen. 7s. net. (Collins.)
Guildhall Memories. Alfred George Topley. 16s. net. (Murray.)
Nelson's History of the War: Vol. XX. J. Buchan. 2s. 6d. net. (Murray.)
Warriors and Statesmen. Earl Bessy. 9s. net. (Murray.)
White Nights. Fyodor Dostoevsky. 6s. net. (Heinemann.)
Martin Schuler. Roderick Wilson. 7s. net. (Methuen.)
The Pillar of Fire. H. C. Bailey. 6s. net. (Methuen.)
Sea-Fights of the Great War. W. L. Wyllie, R.A., and M. T. Wren. 12s. 6d. net. (Cassell.)
Balzac. Emile Faguet. 3s. 6d. net. (Constable.)

Petrol Economy with the CLAUDEL HOBSON CARBURETTOR PROVED!

CLAUDEL-HOBSON SECURED THE CONTRACT.

SUPPLIED TO ADMIRALTY & WAR OFFICE
H. M. HOBSON, LIMITED,
29, Vauxhall Bridge Road, London, S.W. 1

Watchmakers. Established 1851.

SMITH'S ALLIES WATCH

LUMINOUS
FRONT ABSOLUTELY UNBREAKABLE.
SILVER CASE, £4 4 0 & £5 5 0
SILVER CASE, £3 3 0
With Hinged Case, £3 3 0
Please write for Special List of Accessories for the Front.

S. SMITH & SON, LTD.
WATCHMAKERS TO THE ADMIRALTY.
O. GRAND HOTEL BLDG.,
TRAFALGAR SQ., W.C. 2.
& 68, PICCADILLY, W.

Low Key and
Saffire Twin Ring.
£12 12 0
A fine Assortment of Rings
& Jewellery always in stock.

Low Key and
Saffire Twin Ring.
£10 10 0

MEDICAL WRIST
WATCH.
Luminous
Figures
and
Hands
Screw in Dust and
Damp-
proof
Case.

Sterling Silver, £8 15 0

ALARM WATCH

The Alarm
will arouse
the
Heaviest
Sleeper.

Luminous Alarm Watch. Perfect
Timekeeper.
The back of the case is arranged for
standing on table in standing position. Every Watch Guaranteed.

S. SMITH & SON, LTD.
WATCHMAKERS TO THE ADMIRALTY.
O. GRAND HOTEL BLDG.,
TRAFALGAR SQ., W.C. 2.
& 68, PICCADILLY, W.

Post it to Pullars

THE WINTER OVER-
COAT or RAINCOAT
that you need for the
colder weather. Pullars can
clean and press it, do all
minor repairs, renew lin-
ings, buttons etc., where
necessary, and give the
Overcoat a new lease of life.
The result will surprise you.
Send to any Pullar Branch
or Agent. We pay return
postage on orders sent
direct to—PULLARS'

Cleaners & Dyers Perth

Yardley's Eau de Cologne

THE NEW BOND ST LONDON

THE MEXICAN HAIR RENEWER.

Do not let Grey Hairs
appear.
Restores Grey or White Hair to its
original colour, where the glands are
not destroyed. Prevents Dandruff, and
the Hair from coming out. Restores
and Strengthens the Hair.
IS NOT A DYE.
Sold Everywhere

Culleton's Heraldic Office

92, PICCADILLY, LONDON.
Arms and Pedigrees of English and
Foreign Families.

Genealogical Researches in Public Records.
PEDIGREES ENGRAVED AND EMBLazonED
ARMORIAL STAINED GLASS. MEMORIAL TABLETS,
Sketches and Designs for all purposes.

HIMROD'S ASTHMA CURE

If you suffer from Asthma,
Catarrh, Ordinary Cough,
you will find nothing to
equal
HIMROD'S CURE
FOR ASTHMA
At all chemists 4/3 a tin.

THE ELECTRIC CURE IS POPULAR

AS PLEASANT AS IT IS EFFECTIVE.
It is grand to put on an electric battery while lying down resting, and feel its exhilarating influence in every nerve and muscle. The inconvenience attached to it in any way. One hour's daily application is sufficient. There is not the slightest shock or irritation, but a gentle soothing warmth that goes direct to the nerve centres. That kind of electricity cures, and the cure it gives is permanent.

People will sometimes try an ordinary battery (made, no doubt, for commercial purposes), or a shocking current that irritates the nerves, and conclude that electricity is not suitable. It will not do any good in that form. The current must be given without shock—without irritation of any kind—and in this way the very weakest individuals can be built up. No person is too weak to use electricity. In such cases a longer building-up process is required. But the results are just as certain as water is to extinguish a fire when supplied in sufficient quantities.

If a proper battery is used it is possible to apply a very strong current, free from all inconveniences. How much more pleasant it is to be cured in this way, while resting, than to be pouring medicine down a poor, weakened stomach, and then to be unable to do without it. This drug habit grows on one like the whisky habit. No wonder, as alcohol forms the chief ingredient of many preparations. It will do you good if you resort to the right means. It will cure you.

There is a book for free distribution among all readers of this periodical which covers this subject fully. You should not be without it if you are not in possession of perfect health. It tells the cause of weakness and disease, and how a cure can be gained. It describes the most successful remedy known, the "Ajax" Dry-Cell Body Battery. The history of many cases is sent with the book. It costs you nothing to get it. Write at once to

THE BRITISH ELECTRIC INSTITUTE
(Dept. 163), 25, HOLBORN VIADUCT, LONDON, E.C. 1.

A Laxative and Refreshing Fruit Lozenge FOR CONSTIPATION Gastric and Intestinal Troubles TAMAR INDIEN GRILLON 67, Southwark Bridge Road, London, S.E. Sold by all Chemists, 3/- a box.

Foster Clark's FOSTER CLARK'S 2d. SOUPS are a most whole- some substitute for Meat. Make them your daily food. You Simply add Water 2d Soups



BECOMING HAT, as sketch, in rich Velvet, with new pleated brim and finished with an effective wool ornament. In navy, nigger and black.

Price 79/6

**DEBENHAM
& FREEBODY**
Wigmore Street (Cavendish Sq.),
London, W.1.

NOTE.—This Establishment will be closed on Saturdays until further notice.

Otherwise Engaged!

FOR years the manufacturers of Wolsey have been fighting German competition in the markets of the world. The struggle goes on—but in another way. To aid the fighting men every machine in the Wolsey factories capable of making underwear for the troops of Britain and her Allies is engaged on the work. Wolsey is therefore difficult to get.

Wolsey

Pure Wool Underwear

War needs come first, and to ensure it Government controls all wool supplies. As soon as War conditions allow it Wolsey will be made in ever-increasing quantities.

THE WOLSEY UNDERWEAR CO.,
LEICESTER.



The Home Beautiful

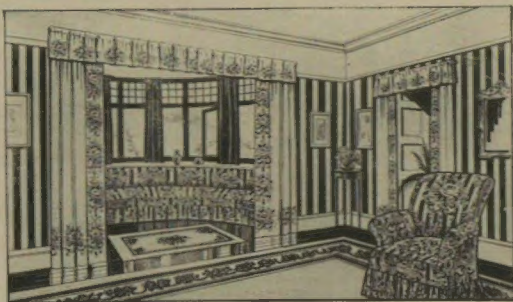
SEVEN MINUTES FROM VICTORIA
BY ELEVATED RAILWAY

Telegrams:
"Greatly, London."

ARTISTIC

Telephone:
1829, 1830, Battersea.

Warm Winter Curtains



Write for WILLIAMSON & COLE'S Artistic Book "THE HOME BEAUTIFUL," with many illustrations in colour, of how to decorate and furnish the Home. Gratis and Post Free.

DECORATIVE FURNISHING FABRICS.

WILLIAMSON & COLE'S stock of CURTAIN FABRICS is one of the largest in the United Kingdom. It includes all colours and qualities at the lowest prices. Patterns will be sent immediately upon application.

HEAVY REPS. The largest range of colours, from 3/6 per yd.

TAPESTRIES, BROCADES, DAMASKS, COTELINES, from 4/6 per yd.

VELVETS AND VELOUR CORD, 50 ins. wide, from 9/6 per yd.

SATIN CLOTHS in unique colourings, from 6/11 per yd.

PLUSHETTES, 50 ins. wide, 6/11 per yd.

SERGES, from 4/3 per yd.

CASEMENT CLOTHS in great variety, from 1/3½ per yd.

CRETONNES, TAFFETAS, AND OMBRES from 1/4½ to 14/11 per yd.

PATTERNS POST FREE.

Williamson & Cole

HIGH STREET, CLAPHAM S.W. 4.
BOOK TO CLAPHAM ROAD.



"It's all in the Cube!"

DRINK a cupful of Ivelcon just before going to bed. You will not only find it sufficient as a light meal to carry you over until the morning, but it will bring refreshing sleep.

Use Ivelcon daily in the kitchen. It is invaluable for making delicious soups, gravies and hashes. One cube makes nearly half a pint of delightful consommé—a welcome first course to a well-arranged meal.

Ivelcon is the essence of prime beef, delicately flavoured with fresh vegetables. It contains no gelatine, yeast, or preservative of any description. To prepare Ivelcon simply pour boiling water over a cube—one cube makes a breakfast cupful.

Sold at pre-war prices.

6 cubes, 6d.; 12 cubes, 1/-; 50 cubes, 3/6

IVELCON

ST. IVEL, Ltd., YEOVIL.

THE CHRONICLE OF THE CAR.

An Interesting Test Case.

The question of the liability of private individuals and firms for "extraordinary damage" to roads has always been a vexed one since the revolution caused to traffic by the development of motor traction. It is interesting to know, therefore, that the House of Lords is to be asked to settle the law affecting claims for such damage. The case to go to appeal arose out of a claim by the local road authorities of Weston-super-Mare against a firm of motor-vehicle owners for £1750 as damages for extraordinary damage to certain roads. Mr. Justice Eve found for the Council, and assessed the damages at £250; and it is this decision against which the Commercial Motor Users' Association is appealing. There seem to be two definite points which require settlement. The first is whether the change from horse to motor traction for the purposes of identical traffic is to constitute a ground for the establishment of an extraordinary traffic claim. The second is somewhat narrower, affecting as it does the singular case under appeal only. Mr. Justice Eve's judgment is impugned on the ground that the traffic disclosed in the case was in connection with stone-quarrying—an established local industry—and was conducted in a manner precisely similar to that adopted by other road users in the district, while the vehicles employed were suitable for the work, and were neither over-loaded nor over-driven.

As to the particular case in point, the matter obviously cannot be discussed while the appeal to the House of Lords is pending, but it seems to me that, whatever the result may be, it points to the necessity of a complete revision of our methods of highway administration. Clearly, it is the business of every highway authority so to construct and maintain the roads in its jurisdiction that they shall be fit to carry the traffic of the day. Now, it is absurd to argue that every development of road traffic is "extraordinary." If that is to be conceded, then every form of wheeled traffic is extraordinary, from the wheelbarrow to the motor-car, since the only locomotion recognised by Nature is walking. At some time or other each type of wheeled traffic has caused extraordinary damage to the roads or tracks of the time, and, if it had been called upon to make good that damage at

its own proper cost and charge, traffic would never have developed at all. Of course, the real point of view is that all developments in traffic are for the good of the community, and if the community accepts them it

should provide the necessary facilities out of a general fund. It should not be left to the individual to pay charges that are properly a universal matter.



THE FIAT IN FRANCE: AN INVALUABLE AID.

The sharpness of the bend increases the difficulty of haulage of the heavy gun shown in our photograph, but the problem finds a satisfactory solution by the aid of considerable man-power and the help of the invaluable Fiat.



A FEATURE OF THE BIRMINGHAM "WIN-THE-WAR-DAY" PROCESSION.

Our photograph shows the handsome motor ambulance presented to the Red Cross Society by the employees of the well-known Austin Motor Company.

Highways should be Nationalised.

This question of the liability of the individual to pay for what the law calls extraordinary damage directs attention to the whole problem of the highways. As I have already indicated, roads must be made suitable to carry the normal traffic of the day. Agreed that it is unjust to ask local authorities to expend large sums out of their own funds to construct and maintain roads which are largely used—and damaged—by through traffic, it is clear that such roads should be a charge on the Imperial Exchequer. It is just as clear, too, that no differential taxation can in justice be imposed on a form of traction which is in reality what may be called the traffic of the day. Motor traffic is no longer pleasure traffic. On the contrary, we are looking to it for the solution of the great transport problems that are crying for attention and which must engage us as soon as the end of the war leaves us with leisure to attend to them. Manifestly, the reorganisation of transport will be to the benefit of the whole community, and it thus logically follows that the community must shoulder the responsibility of paying for that benefit. That is to say, the main roads must be nationalised—as, indeed, they are in most other countries—and be placed under the control of a new department of State analogous to the French Ministry of Ways and Communications. It has got to be done ultimately, and we might just as well undertake it as one of the essential works of post-war reconstruction.

The Doctor and his Car.

The question has been put as to whether a doctor desiring to use his car for the purposes of his practice requires a permit for its working. The answer is that all he requires is a licence from the Petrol Control Department allowing him to purchase so much petrol a month. Of course, he must pay the usual licence and registration fees, as he has always done; and his car cannot be used for any other purpose than the strictly legitimate work of his practice. If he has, for example, a few gallons of petrol left over from his monthly allowance, he is not at liberty to use it for pleasure.

W. W.

TRY IT IN YOUR BATH



BY APPOINTMENT TO H.M. THE KING.

SCRUBB'S AMMONIA
MARVELLOUS PREPARATION

Refreshing as a Turkish Bath.
Invaluable for Toilet Purposes.
Splendid Cleansing Preparation for the Hair.
Removes Stains and Grease Spots from Clothing.
Allays the Irritation caused by Mosquito Bites.
Restores the Colour to Carpets.
Cleans Plate and Jewellery.
Softens Hard Water.

Price 1/4 per Bottle. Of all Grocers, Chemists, Etc.

SCRUBB & CO., LTD., GUILDFORD STREET, LONDON, S.E.

THE MODERN WALLCOVERING.

HALL'S Distemper combines the art idea with solid practical advantages obtainable with no other wallcovering. Whether your home be a castle or a cottage, whether you decorate for rich effect or simplicity, for a healthy home, or for hard wear and economy, choose Hall's Distemper.

It is when applied a thorough disinfectant and germ destroyer, and lasts for years with beauty unimpaired.

All enquiries from Home or Overseas should be addressed to the Sole Proprietors and Manufacturers: Sissons Brothers & Co., Ltd. — HULL, Eng.

Hall's Distemper

The colours are beautiful, the homes it decorates are artistic, bright and healthful.

INEXPENSIVE
HOTEL FROCKS

OUR own exclusive designs. Made in our own work-rooms from rich quality Silk materials, and adapted from the latest Paris models.

HOTEL FROCK, with simple bodice of rich quality tinsel tulle, and wing sleeves of net. Pretty draped skirt of rich soft black satin.

Special Price

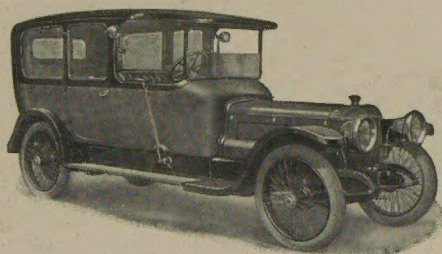
6½ Gns.

Cannot be sent on approval.

MARSHALL & SNELGROVE

VERE STREET AND OXFORD STREET
LONDON W.1

NOTE.—This establishment is closed on Saturdays.



The Representative British Car

The characteristic qualities of the British nation have never been so strongly portrayed as during the war. Strength, endurance, pluck, and marvellous *capacity* have been shown in sublime degrees. In motordom the Daimler stands for all that is sound in engineering, coupled with the brilliant factor of the Daimler Sleeve-Valve Engine. The superiority of the Daimler Engine has never been challenged.

Daimler

The Daimler Company, Ltd., Coventry.

Douglas

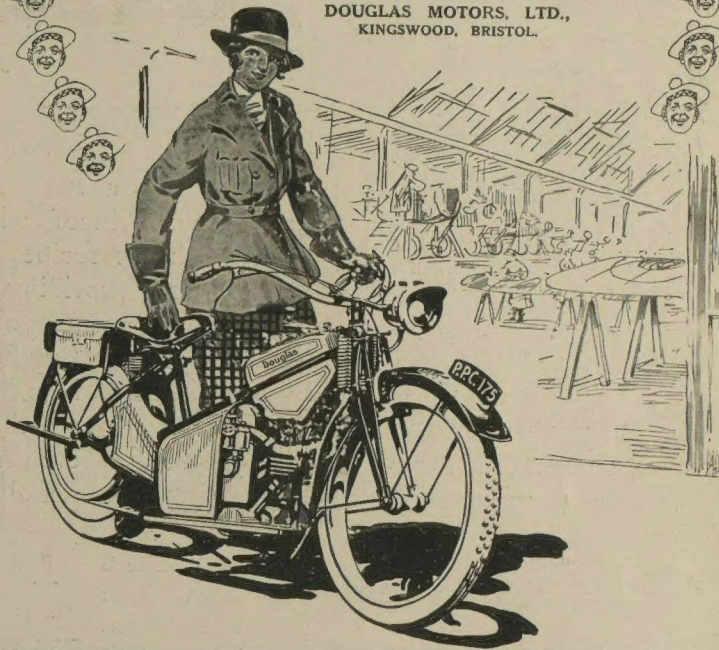
The Ladies' Favourite Motor-Cycle.

NEVER has the utility of the handy little Douglas motor-cycle been more clearly demonstrated than by the splendid service it is rendering to Lady War Workers at the present time. The Douglas saves them time and travelling expenses and provides the necessary relaxation from their war-time activities.

Douglas dependability has been proved beyond dispute by the test of war service. More than 25,000 Douglas machines are in use by our dispatch riders on the various battle fronts. Be sure you ride a Douglas—after the war.

Why not write for our illustrated Catalogue to-day?—post free from Dept. "R."

DOUGLAS MOTORS, LTD.,
KINGSWOOD, BRISTOL.



Lea & Perrins

The Economy of the Best

is realized by the millions who use and enjoy the original and genuine Worcestershire SAUCE.



By Appointment.

CIVILIANS' WAR-TIME RISKS

are in many respects abnormal in the present time of stress. All who are anxious with regard to making provision for their own future or that of their dependents should write for particulars of Endowment and other forms of Life Assurance offered under the attractive "Mutual" system of the Scottish Widows Fund.

NATIONAL WAR BONDS.

For scheme to purchase by instalments, apply for special leaflet giving full particulars.

Scottish Widows Fund.

Founded 1815.

The Largest British Mutual Life Office.

FUNDS: 22 MILLIONS. CLAIMS PAID: 47 MILLIONS.

HEAD OFFICE:

9, St. Andrew Square, Edinburgh.
(G. J. LIDSTONE, Manager and Actuary.)

LONDON OFFICES:

28, Cornhill, E.C. 3; 27, Waterloo Pl., S.W. 1.

MAZDA

Drawn Wire

To obtain the utmost possible light for the least consumption of current see that you use only Mazda Drawn Wire Electric Lamps



Electric Lamps

CARTERS

(J & A CARTER) LTD.

Telegrams: "Bathchair, Wesdo, London."

"The Alleviation of Human Pain."
ESTABLISHED OVER 70 YEARS.

Telephone: 1040 Mayfair.

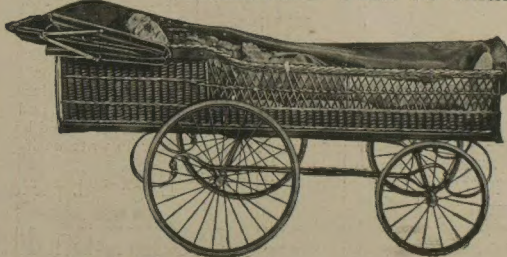
By Special Appointment



to H.M. the King.

The 'Southsea'

Wicker & Carriage-built Spinal Carriages of distinctive construction and unlimited durability.



As in daily use in all parts of the Empire.

These Carriages are illustrated, with prices, in Sectional Catalogue No. 3. If further interested, please ask for "MODERN COMFORT FURNITURE," the standard work of reference for all Invalids and Comfort Lovers (600 Illustrations).

EVERYTHING FOR THE WOUNDED OR INVALID.

2, 4, & 6, NEW CAVENDISH STREET, LONDON, W. 1.

Sources of Success

Success in life as in warfare can only be achieved by energy and persistence. But

these all-important qualities in the individual depend upon the maintenance of subtle sources of vitality which must daily be replenished and rebuilt. Every output of energy, every persistent effort, exhausts part of the reserves stored in the body to meet the daily demands, and unless these reserves are quickly replenished the demands of the next day overtake the supply, and loss of efficiency results.



Wherever the nerves or tissues are underfed, or the strength is flagging, 'BYNOGEN' is a valuable and agreeable food.

'Bynogen'
Brings Health

Sold by all Chemists at 1/9, 3/-, 5/- & 9/-

ALLEN & HANBURY'S Ltd.
Lombard Street, London, E.C. 3

Established in the City of London, A.D. 1715
B.M.

Robinson
AND
Cleaver's



Robinson
AND
Cleaver's

No. 1 L.N. 5—A practical NIGHTDRESS, in cream
vynilla, with Valenciennes insertion, and edging forming
V neck, and embroidered dots opening in
front. Long sleeves with turn-back cuffs
edged Valenciennes lace. Price 31/6

Autumn Catalogue Post Free.

ROBINSON & CLEAVER, Ltd.
THE LINEN HALL, REGENT STREET,
LONDON, W. 1.

PRINCES' Restaurant Chef praises Goodall's Egg Powder.

WHETHER your kitchen is a tiny one in the suburbs or a sumptuous one like they have at Princes', whether you use your own home recipes or the special ones we are providing in this series of announcements, you will find Goodall's Egg Powder a tremendous help. It enables you to use one third the usual eggs (or even none at all), and still get almost pre-war results.



M. di Marco's RECIPE:

A Good Home Cake.

1 lb. flour, 4 ozs. sugar or honey, 4 ozs. margarine or dripping, 1 dessertspoonful of Goodall's Egg Powder, 1 rind of a lemon chopped very fine.

Beat the margarine and sugar to a cream, then add flour and Goodall's Egg Powder and lemon rind. Mix with milk or water to a stiff batter and bake in a moderate oven for one hour. For this cake no baking powder is required, and none is wanted where Goodall's Egg Powder is used.

THIS is not our statement alone—half a score of the most famous chefs in the country have said the same thing. M. Stempfer, Chef to H.M. Queen Alexandra, calls Goodall's Egg Powder "the most valuable and efficient egg substitute I know"; M. Peythieu, of the Trocadero, "considers it quite the best at the public service"; M. Amblard, of the Hotel Great Central, refers to it as "one of the best assistants a chef could desire." Now in addition to all these valuable opinions you have below one from M. Henri di Marco, Chef at that most exclusive of restaurants—Princes'.

M. di MARCO writes:

Until I made the acquaintance of Goodall's Egg Powder, I did not know that such a perfect substitute for eggs could be obtained and used, and I must admit that I have been very agreeably surprised with the complete success of your excellent preparation.

It really fulfils exactly the culinary needs for which eggs are employed, and this is true equally of ordinary and fancy pastries, cakes of all natures, and likewise pancakes and omelettes.

May I ask your acceptance of an original recipe which I have created, and in which Goodall's Egg Powder has been solely used in the place of eggs. This will show you how practical and valuable I consider your Egg substitute.

Yours sincerely,

(Signed) HENRI DI MARCO,

Chef Garde Mangers, Princes' Restaurant, Piccadilly.

USE Goodall's Egg Powder regularly and generously and you make certain of pastries, cakes and puddings of the most perfect richness, quality and flavour at a very modest cost. Not all grocers have GOODALL'S Egg Powder, but it is well worth a little extra trouble to get the real thing. Stocked by Selfridge's, Whiteley's, Harrods, Barker's, World's Stores, and Star Tea Co. (all branches), and most of the best grocers and stores everywhere. We should be obliged if you would write us or ask your grocer to write us if you have any difficulty in obtaining.

Large 1½d. packets; 8d. and 1/4 tins.

Goodall, Backhouse & Co., Leeds



Will you show your gratitude

to those brave men of the Mercantile Marine who have rendered valuable services to the Empire, and are daily facing the perils of War-time navigation to bring you food and the necessities of life? Practical help is worth a deal of pity, and you can express your thanks in a real, practical manner by contributing to our funds for the assistance of Aged and Incapacitated Mariners and their dependents.

Over 1000 names are on our Waiting List. £50,000 urgently required to deal with all these waiting cases. Donations, however small, will be gratefully acknowledged.

Fill in the Contribution Form and send your donation to-day.

CONTRIBUTION FORM.

To the SECRETARY, Mercantile Marine Service Association, Tower Buildings, Water Street, LIVERPOOL.

Please find herewith cheque for the sum of £ : : in aid of the British Merchant Seamen and their dependents.

Name.....

Address.....

Cheques and Postal Orders should be made payable to the Mercantile Marine Service Association, and crossed "Bank of Liverpool, Ltd." not negotiable.

Myers'
Silver Series

A NIB TO SUIT
YOUR HAND



ALL ADMIRE
MYERS' PENS

Smooth and Velvety, with Easy Gliding Action. The Pens for Restful Writing.

ASSORTED SAMPLE BOX.

Post Free 7½d. from Manufacturers.

M. MYERS & SON, Ltd., Charlotte Street, Birmingham.

Jewsbury
& Brown's
Oriental
Tooth Paste

In Tubes, 1/-
Pots, 1/6 & 2/6

You can't paint the lily—
you can keep it pure. The
natural beauty of healthy teeth
is worth a tube of Oriental
Tooth Paste.